

GRAIN DEALERS' JOURNAL

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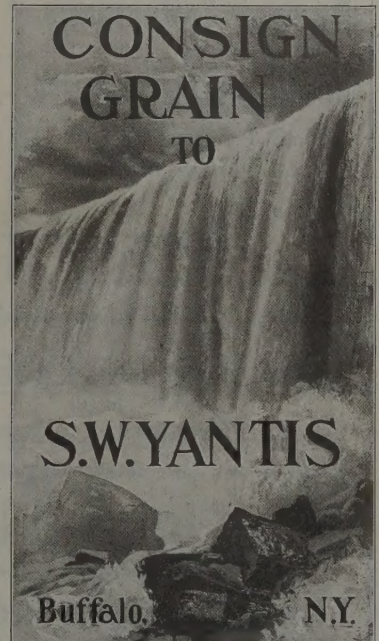
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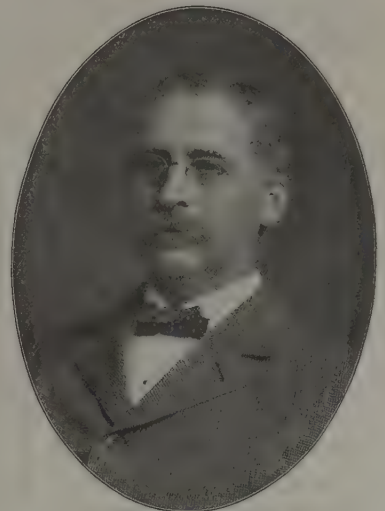
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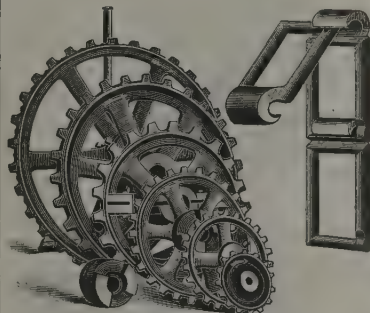
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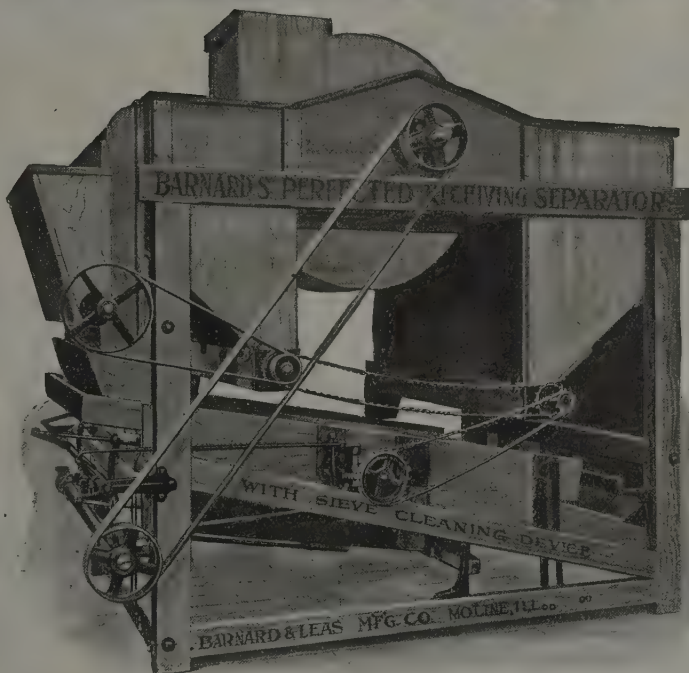
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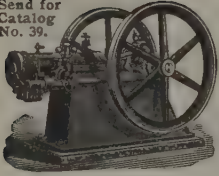
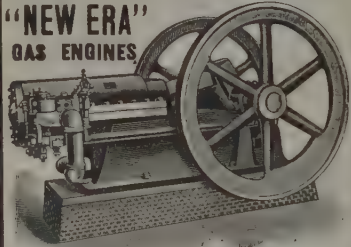
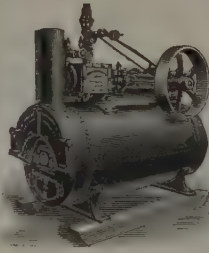
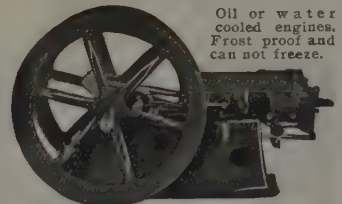
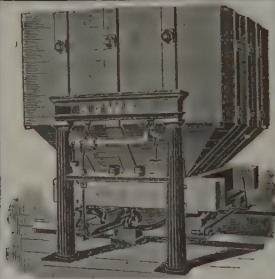
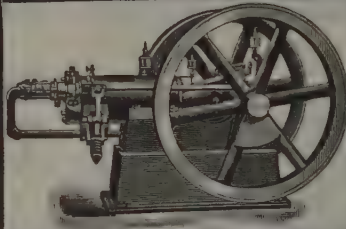
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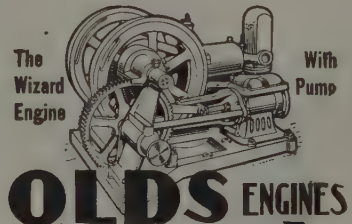
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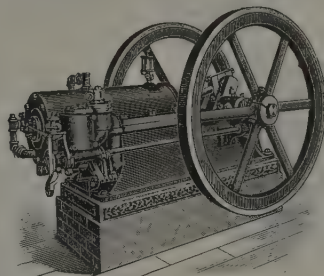
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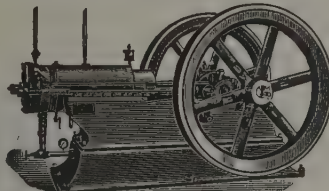
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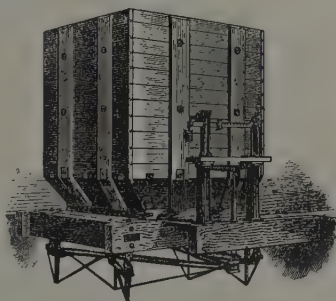
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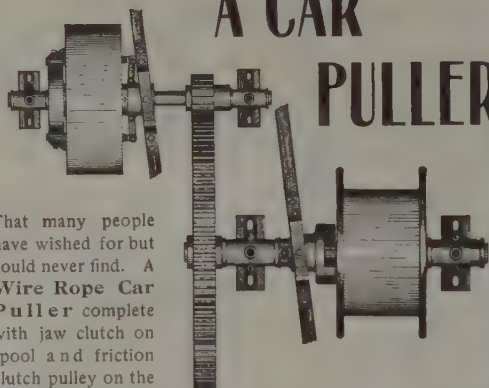
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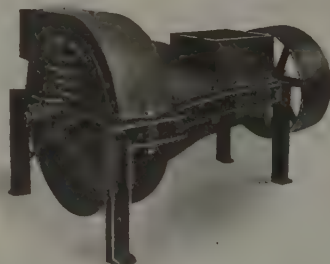
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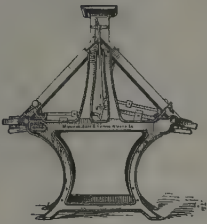
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BOOK NO. 51.

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255 La Salle Street. - Chicago, Ill.

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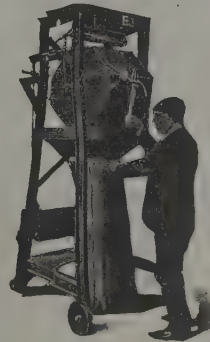
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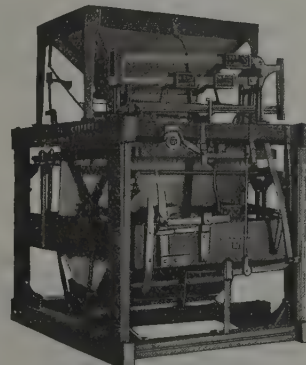
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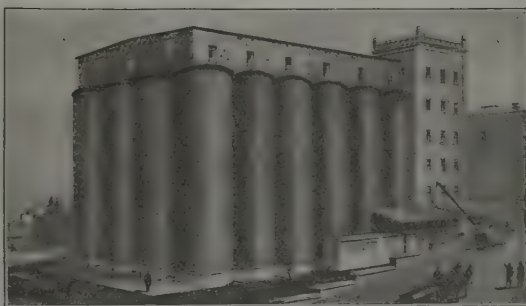
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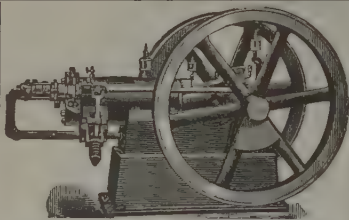
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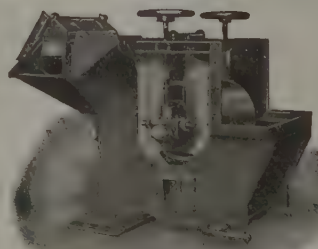
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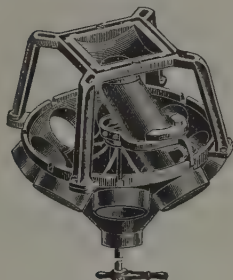
We are
HEADQUARTERS
FOR

Grain Elevator Machinery
Friction Clutch Pulleys
Manilla Rope Transmission
Power Shovels, Car Pullers
Boot Tanks, Boilers
Atlas Steam Engines

WRITE US

GRAIN ELEVATOR SUPPLIES.

THE HALL SIGNALING DISTRIBUTOR IS UNIQUE.



6-inch, 8 ducts.

NON-MIXING.

It is the most successful Distributor ever made, as is attested by its use in every State and with all kinds of grain. Our price, compared with its startling economy of operation and Non-Mixing of grain, is cheap—in fact it cannot be duplicated elsewhere at any price. It is easy to install, and easier to operate, and has become a recognized "money saver" to the elevator trade.

Investigate now; you'll wonder why you didn't do it sooner.

**SENT ON TRIAL,
SEND FOR BOOKLET.**

Hall Distributor Co.

222 First Nat. Bank Bldg. OMAHA, NEB.

A. H. Richner Contractor and builder of GRAIN ELEVATORS

I manufacture Chain Grain Feeders for the world.

Flour Mill and Elevator Machinery Supplies &c. Write for special prices.

Address:

A. H. RICHNER

606 S. Water Street
CRAWFORDSVILLE, IND.

Rubber Belting

FOR GRAIN
ELEVATORS

Send for samples Low prices

Full line elevator
and mill supplies

W. D. Allen Mfg. Co.

151 Lake St., CHICAGO

If you have not our catalog ask for one

INVESTIGATE

and you will find that the

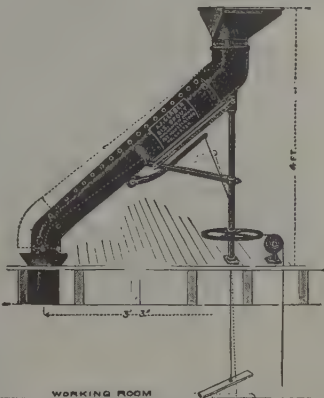
Gerber Improved Distributing Spout

is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time.

For particulars write

J. J. GERBER

MINNEAPOLIS, MINN.



Smith & Smith

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Richardson Automatic Scales
Hall's Distributors
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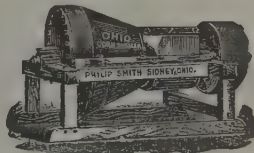
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Chicago, Illinois

The Ohio Corn Sheller

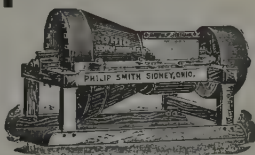
NONE BETTER :: GUARANTEED

We manufacture a complete line of machinery and supplies, such as:



CORN SHELLERS, CORN CLEANERS, CHAIN DRAG

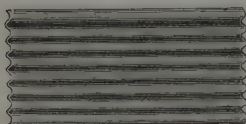
FEEDERS, DUMPS, HEADS AND BOOTS



and everything for a first-class elevator. Send us your specifications and we will show you how we can save you money

**THE PHILIP SMITH COMPANY
SIDNEY, OHIO**

We Are Large Manufacturers of
Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

The Gas and Gasoline Engine and Its Age

Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It is well bound in cloth covers, printed on book paper and of convenient size. Profusely illustrated. Price, \$1.00.

GRAIN DEALERS JOURNAL,

255 La Salle St., Chicago, Ill.

In a Class by Themselves

The "CLIPPER" CLEANERS have no near neighbors. That they are the best Cleaners on the market is conceded by all experienced users.

The machine shown in this cut is especially adapted to cleaning seed and small grains and is one of the most popular cleaners that we manufacture. It is equipped with traveling Brushes, one for each Screen—upper and lower. **These brushes keep the screens from clogging without personal attention, insure**

uniform work and the full capacity of the machine is maintained at all times.

Our Special Air Controller can also be used with this cleaner, and by the use of which we are **absolutely able to control the air blast** by regulating the speed of the fan to exactly meet the requirements of the work, thereby improving the quality of the separations. This machine is moderate in cost, medium in capacity, and like all "CLIPPER" Cleaners carries our guarantee. Write for further particulars, catalogue and prices.



A. T. Ferrell & Co.
Saginaw, W. S., Mich.

Decide Now

THAT
THE **NEW PROCESS
CORN CLEANER**



is the machine you **must** have if you want clean corn; corn that will grade and bring the top of the market every time. ¶One of the special features of this machine is that it can also be used for cleaning oats or small grain, by using special sieves. A most economical machine for the country elevator. The grain is subjected to the wind of the "blast" and "suction" fans from the time it enters the machine until it is discharged in clean marketable condition. ¶This cleaner should be used in connection with our **NEW PROCESS CORN SHELLER**, then you have a combination that can't be beat. Our full line of Corn Shellers and Cleaners as well as all supplies needed for an elevator is fully illustrated and described in our catalog. Send for it now.

Marseilles Manufacturing Co.

MARSEILLES, ILLINOIS

THE HESS DRIER

PRODUCES

Ninety-five Per Cent

of all the

KILN DRIED CORN

IN EXISTENCE

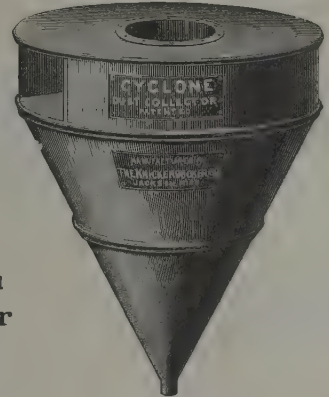
FREE BOOKLET SEND FOR ONE

HESS WARMING & VENTILATING CO.

707 Tacoma Building
CHICAGO

Dust Explosions

are
prevented
by keeping
your
elevator
clean.

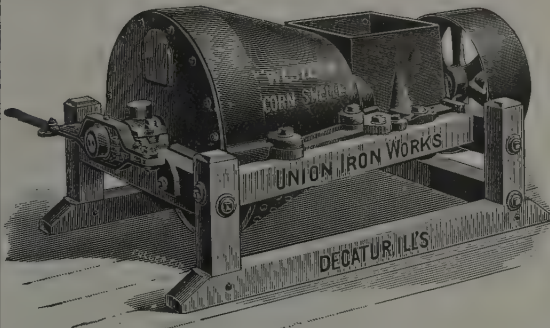


The first
essential to a
clean elevator
is an equip-
ment of

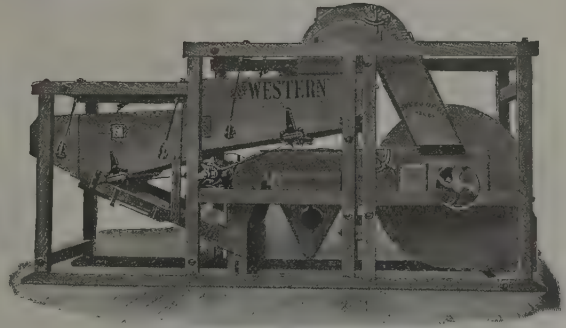
Cyclone Dust Collectors

The Knickerbocker Co.

Jackson, Mich.



"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

UNION IRON WORKS

DECATUR, ILL.

Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

POWER CAR LOADERS FOR ELEVATORS.

HELPS OATS

Ashland, Ill., April 6, 1903.

Maroa Mfg. Co., Maroa, Ill.

Gentlemen:—The four loaders we put in of your make last year seem to do the work satisfactorily. We have no trouble now getting men to load grain. I think it helps oats to run them through the loader.

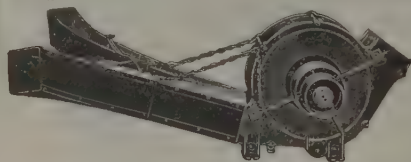
Yours respectfully,

EDWIN BEGGS.

As evidence that the above letter was written because Mr. Beggs really believed in the loaders and not because we asked him for a testimonial, is shown by the fact that he has since purchased six more. If you are having trouble in getting help to scoop back the dusty oats, let us send you one of these loaders on trial. When ordering tell us how fast you wish to load, as we make them in different sizes.

Yours truly,

MAROA MFG. CO., Maroa, Ill.

NELSON
Car Loaders

Are O. K.

Shipped on Trial

Write E. B. Nelson
Burchinal, Iowa
Patentee & Mnfr.

If not in need of a Car Loader you need a

Nelson Flexible

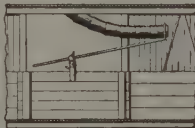
Spout Holder

Sold for \$5.00 on ten days' trial.

E. B. NELSON

Burchinal, Iowa

Patent applied for

TONS to
Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/4 x 8 1/4 inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

The Western Air Blast Grain Loader

Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

Write us for descriptive catalogue and testimonials, prices, etc.

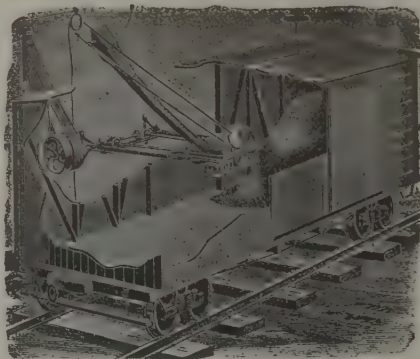
PROGRESSIVE MFG. CO.

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PANA, ILL.

The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

E. BAUDER

Successor to
E. H. REYNOLDS

STERLING, ILL.

"The Special Car Mover"
IS PUTTING IT MILD
"The Special Train Mover"
IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER
Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP
and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

Shippers' Record Book No. 20.

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

Grain Carriers

The El Paso & S. W. Ry. has purchased the El Paso & N. W.

The Canadian Pacific will build 25 miles of road east and west thru Saskatoon, Assa.

Line boats out of Chicago have been offered all the grain they could carry the past week.

The Nebraska extension of the Great Northern is to be built to Omaha as well as to Ashland.

Canadian vessels have set a minimum rate of 3 3/4 cents per bu. on grain from Chicago to Montreal.

The contract has been let for the construction of the 6th and last section of the enlarged Erie Canal.

The Terminal Railroad Assn. of St. Louis has announced that the bridge arbitrary would be removed.

A line paralleling the farmers railroad and crossing it at Starkweather, N. D., will be built by the Soo Road.

Surveys are being made for an early extension of the Northern Pacific from Lewisville to Grangeville, Idaho.

The contract has been let for building 60 miles of the Toluca, Marquette & Southern Railroad from Toluca, Ill., south.

A cut-off saving 30 miles between Omaha and Sioux City will be built by

the Northwestern between Tekamah and Dakota City.

The Rock Island, according to rumor, will put in effect July 1 a rate of 28 cents from Guthrie, Okla., and 21 cents Guthrie to Kansas City.

The contract has been let for the construction of the section of the Canadian Valley & Western Railroad between Lehigh and Chickasha, I. T.

The federal government has declined the application of the state of Missouri to take possession of the Merchants Bridge across the Mississippi River at St. Louis.

Farmers have donated ground for two stations of the new Illinois, Iowa & Minnesota Railroad near Rockford, Ill., on condition that the company build a grain elevator.

Private capital has been subscribed to build the canal to connect Lake Erie and the Ohio River. John E. Shaw is pres. of the company, known as the Ohio River & Lake Erie Ship Canal Co.

About 300 miles of railroad is to be built in Idaho and Washington from the Clearwater district to a point near Pasco, Wash., to be used jointly by the Union Pacific and the Northern Pacific.

Complying with the order of the Kentucky Railroad Commission, the Illinois Central has reduced the rate from Morganfield to Atlanta, Ga., to the same rate as is charged from Henderson to Atlanta.

The great bridge across the Mississippi River at Thebes, Ill., was formally opened May 25. The bridge is owned jointly by the Illinois Central, Eastern

Illinois, Missouri Pacific, Iron Mountain and St. Louis Southwestern.

In the complaint of the St. Louis Hay & Grain Co., of St. Louis, Mo., the Interstate Commerce Commission on May 31 decided that the charge of 2 cents more than the proportional rate on hay reconsigned from warehouses at East St. Louis, Ill., to points south of the Ohio River is unjust.

Export bills of lading, by order of the Louisiana Railroad Commission, must be issued by the original carriers to carry the shipment to final destination. The Commission hopes to prevent the manipulation of rates. Hitherto when bills have been marked "For Export," there has been no way of tracing the goods after arrival at the port.

Arguments were heard in the United States court at Topeka, Kan., recently in the suits brot by Stevenson & Caldwell several years ago to recover \$25,000 damages for alleged discrimination by the Santa Fe in favor of the Richardson Co. The similar suit by Louis Schriber, formerly in the grain business at Barber, Okla., to recover \$16,000 damages was heard at the same time.

Traffic representatives of the trunk lines met at New York June 1 and adjusted the ex-lake grain rates in accordance with the suggestions of the Interstate Commerce Commission. Rates to Boston and New York were left unchanged, as was the rate from Erie to Baltimore. The Philadelphia rates were changed to give that market the benefit of the 3-10 differential, and, effective June 5, are: Wheat and flax, 4.2 cents per bu; corn, 2.7; rye and barley, 3.2; oats, 2.2.

The New Era Mills and Grain Business at Golden, Illinois FOR SALE

Being overburdened with other business, I offer for sale my fine milling plant and grain shipping business. The mill was erected in 1899; is 38x55 feet; has a basement, three stories and a cupola. Has attached thereto a warehouse 32x60 feet. The mill is complete and up to date, equipped with the best milling machinery; has six double sets of rolls, 9x24, part planifter and part reel bolting; 24 stands of elevators, 54 feet high; four packers, hopper scale to receive wheat from track, etc. Has a capacity of 200 bbls. per day. The engine room, 34x42 feet, is detached from mill, containing a Cooper-Corliss engine, 12x36, two boilers 54x16, force pumps, etc. There is a flour warehouse, 27x100 feet, and a large cooper shop; all covered with metal roof. A grain dumping warehouse, 22x100, with a grain capacity of 20,000 bushels. The entire grain-storing capacity of the plant is 40,000 bushels. All these buildings are connected by a railroad sidetrack, but sufficiently detached to avoid fire risks.

Also a large and commodious office building, situated across the street from the mill plant, and used in connection therewith. Grain houses at La Prairie and Chatton, nearby railway stations. This mill, as also these grain houses are situated in a first-class farming community, in the wheat belt, as good wheat country as there is in Illinois. Abundance of wheat can be bought, delivered either at the mill or within a radius of twenty-five miles, at freight rates the most favorable. The wheat raised is the best soft red winter wheat. Present local condition of wheat is excellent.

Inexhaustible supply of water from deep well in engine room and an abundance of coal within a few miles of Golden. The mill has an



NEW ERA MILLS

established direct trade with domestic and foreign flour merchants, where the brands are well and favorably known. Golden is situated twenty-seven miles east of Quincy, Illinois, on the C. B. & Q. and Wabash railways, thus affording railway facilities in all directions. Has been made for purposes of western freight rates equal to Mississippi river points. It is a thriving, growing little city; it has fine public schools, five churches, and is inhabited by quiet, law-abiding citizens. No saloons allowed. The population is largely German, and industrious and thrifty.

The purchaser, if he choose, may buy a number of substantial dwellings, located near the milling plant.

The only reason I desire to part with this property is on account of my other business interests, among them that of banking, which requires my constant attention.

I shall be liberal in terms of payment and will consider farm lands in exchange.

This is a most excellent opportunity for the right party to make money in milling and handling grain. Also a good opening for a track-buying business.

It has taken me a lifetime to build up this business and to perfect this plant, and I have constantly tried to place the very best brands of flour upon the market, and to be honorable and fair in all my dealings, which has given me and my business a first-class reputation.

This will be a great advantage to the purchaser.

H. H. EMMINGA,
Golden, - - - Illinois

ELEVATORS FOR SALE.

A SMALL LINE of country elevators in western Canada for sale. Address Box 558, Winnipeg, Manitoba.

TWO ELEVATORS for sale in northwestern Ohio. For particulars, address B, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two good up-to-date grain elevators, located in the best grain belt of central Ohio. Address R. P. Wood, Ridgeway, Ohio.

9,000 BUSHEL elevator at Cropper for sale, \$3,000. Good bldg., hopper scale, cleaner, etc. Coal, feed and stock in connection. W. B. Johnston, Enid, Oklahoma.

FOR SALE—A good 10,000-bushel capacity cribbed elevator in a good, live western Iowa town; has a good grain territory. Address Lock Box 188, Ida Grove, Ia.

NEW IOWA ELEVATOR in good corn and oats country for sale; capacity 16,000 bushels; good business town. Address Bargain, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, lumber and coal business in Western Indiana for sale. 15,000 bu. capacity, handles about 200,000 bu. corn, oats and wheat per year. Lumber shed, 56x60. Coal bins for 250 tons. No competition in either line. Good town, churches and schools. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN AND COAL business for sale at one of the best stations in Central Illinois on Wabash Railroad; ideal location, good town, good schools, good churches; 600,000 bu. station. Address Post, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Cheap, at Altamont, Ill., one of the best arranged Grain Elevators and Implement houses; also large coal house with ground; good opening for a grain, hay, coal and live stock man. Price, \$3,500.00. Located on B. & O., Wabash, Vandalia and C. & E. I. R. R.'s. Address Byron Piper, Altamont, Ill., or A. F. W. Luehrmann, St. Louis, Mo.

FOR SALE—Having purchased the West Side Elevator in Newton, Ill., I have the following property for sale: Two large hay barns, a large seed house equipped with gasoline engine and power seed cleaner, wagon scale, grain house, corn cribs and coal bin all in good condition. All situated along side track of C. H. & D. railroad in Hunt City, Ill. A good business and will sell it reasonable, also my residence property. Write T. F. Money, Newton, Ill.

FOR SALE—Having accepted the secretaryship of the Indiana Grain Dealers Association, I desire to sell our Winamac mill and elevator. Capacity of elevator 30,000. All up to date machinery for handling and shipping grain. Our own ground. One competitor. Same help run both mill and elevator. Connected with clutch coupling. Mill makes 75 barrels per day. All new throughout. Enormous crop of oats out, look fine. Wheat crop splendid. Station ships ordinary year 400,000. Price \$14,000. Address J. M. Brafford, Indianapolis, Indiana.

ELEVATORS FOR SALE.

ELEVATOR AND LUMBER business for sale at a reasonable price. A fine opportunity to right party. For particulars address M. B., Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. Two in central Illinois, handle 300,000 bu., in good repair, in fine towns, also handle coal. 25,000 and 20,000 bu. capacity. Address Haw, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, HAY and COAL BUSINESS for sale. In good repairs; gasoline power. In good town; located in excellent territory in northwestern Ohio. A bargain if sold soon. Address C, Box 11, Grain Dealers Journal, Chicago, Ill.

GRAIN AND BEAN ELEVATOR for sale; grain elevator 10,000 bus. capacity, bean elevator 8,000 bus. capacity; coal and hay and cement sheds; all in good shape; in good territory, located on C. H. & D. and P. M. R. R.'s. Address N. Kerr & Son, Melvin, Mich.

ELEVATOR FOR SALE in southwestern Ohio on main line "Great Central Route." Town 12,000 inhabitants. Doing good business. 500 bu. hopper scale. 15 H. P. gasoline engine. Splendid opportunity. Address Frank Schmitt, Box 154, Middletown, Ohio.

TWO NEW IOWA Elevators in adjacent towns in good corn and oat country for sale; capacity of each 25,000 bushels; equipped with sheller, cleaners and 15-h.p. gasoline engines. Reason for selling, going out of business. Address C. D. S., Box 8, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR in central Ohio for sale. Cribbed construction, 12,000 bu. capacity, 22 H. P. gasoline engine, hopper, wagon and platform scales. In splendid farming country. Good wheat, corn, oats and hay point. Only elevator in town. Only reason for selling is physical infirmity. Address Lock Box 327, Marion, Ohio.

ELEVATOR FOR SALE or rent, 35,000 bushels capacity, gasoline engine power, Monitor cleaner and feed grinder, doing first class business in grain, hay, flour, feed, seeds etc., in village of 600 people and in good farming country. Have also good hardware business in connection. Will rent or sell all together or separate as desired. Address Lock Box No. 1, Lena, Wis.

NEW ELEVATOR FOR SALE in Central Ohio. Modern and up to date in every respect, most complete plant in interior Ohio. Capacity, bins cribbed, 50,000 bu. Ear corn 8,000 bu. Mill feed 50 tons, flour storage 1,000 bbls. Thoroughly equipped with machinery including a complete corn meal outfit. In one of the best grain sections of the state. Shipping facilities unexcelled with the advantage of five railroads. Doing a good grain business, wholesale flour (1,000 bbls. per month), coal and retail trade. Good for \$4,000.00 to \$5,000.00 net profits per year. Best of reasons for selling. For further particulars, address Snap, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

ELEVATORS FOR SALE; if you mean business, write for my list. Aaron Smick, Decatur, Ill.

ELEVATOR AND COAL business for sale. Cheap if sold soon. Charles F. Lambert, Orestes, Ind.

ELEVATOR FOR SALE, nearly new, 12,000 bushels capacity. Good opportunity. A. C. Bohrnstedt, Cadott, Wis.

I WILL sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

LINE OF THREE ELEVATORS in central Iowa on C., M. & St. P. Ry. for sale. Good territory and good business. Reason for selling other business. Address N. S. Beale, Tama, Ia.

FOR SALE, a line of eight elevators in Southern Minnesota and Northern Iowa; will pay good money on the investment. Aaron Smick, Mill & Elevator Broker, Decatur, Ill.

ELEVATOR FOR SALE—20,000 bus. capacity. Hay warehouse in connection. On 3 railroads, county seat, 3,000 people. Electric power, cheap for cash or will trade for farm. Write Box 40, Allegan, Mich.

ONE NEW 10,000 BUSHEL ELEVATOR and coal trade for sale. Good grain and hay point. One corn dump. Reason for selling, other business to look after. W. L. Bristoll, Mt. Blanchard, Ohio.

ELEVATOR with residence for sale; on D. & U. R. R., in a good grain country. Handles grain, seeds, flour, feed, coal, wire fencing and fence posts. Good reasons for selling. Call on or address J. W. Beck, Wengerlawn, Ohio.

TWO ELEVATORS on the St. Paul Road in Iowa, for sale; 8 miles apart, connected by private telephone; last year's business, 165 cars; no competition. Price, \$3,500 for both, or will sell separately. T. J. Ryan, Charles City, Iowa.

ELEVATOR for sale; 14,000 bus. capacity, in first class condition; located at one of the best stations in the Kansas wheat belt—or would trade for a good Kansas or Missouri farm. Best reason for selling. Address Don, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

ELEVATOR FOR SALE OR TRADE; 5,000 bushels capacity, has steam power, corn sheller and cleaner, one dump; large acreage of small grain and corn out this year; prospects fine; also good hay trade. Having gone into other business and having no use for elevator, will sell extra cheap; good chance for party of small means. For further particulars address J. R. Cummings, Nodaway, Iowa.

ELEVATORS FOR SALE.

TWO ELEVATORS for sale. Large territory. Price, \$4,500. Address Lock Box 121, Menlo, Iowa.

GOOD ELEVATOR for sale. Almost new; 15,000 bu. capacity; in good grain country; at a bargain. Address W. E. Poole, McCosburg, Indiana.

FOR SALE—A first class elevator well equipped and located in a town of 6,000 in S. W. Iowa. A fine territory. Owner now engaged in banking business, and desires to dispose of elevator. Address M. C. Struble, Wellman, Iowa.

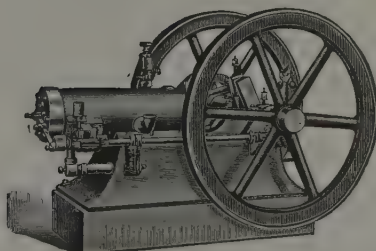
ELEVATOR FOR SALE, or rent with privilege of purchase, or will sell one-half to good partner; capacity, 25,000 to 30,000 bushels; on Lake Shore Ry., in N-E Ind.; handles 200,000 bushels of oats, wheat, clover seed, etc., per year; station good for 500 cars hay; city of 2,500 inhabitants. Price \$10,000. Party has had 29 years' experience; would like a hustler for partner, but must come well recommended. Write for particulars to D. A. Baker, Butler, Ind.

LOCATIONS.

THE BELT RAILWAY OF CHICAGO transfers freight cars between the different railway lines, industries and warehouses in and about Chicago. Its tracks extend from the C., M. & St. P. Junction (Cragin) to South Chicago and the South Chicago docks, connecting with all railways entering the city. Industries located on the line of the Belt Railway are afforded unequalled switching facilities and the great advantage of connections with all Chicago railroads. This advantage, which enables shippers to avail themselves of competitive rates, can hardly be overestimated, and as the Belt Railway handles interchange business between all connecting lines, there is an abundant supply of cars for shipments of all kinds.

Parties contemplating the establishment of industries, warehouses, elevators, etc., in the vicinity of Chicago are invited to communicate with the President and General Manager of THE BELT RAILWAY, who will promptly furnish them with full information in regard to desirable locations, switching rates, car supply, etc., etc. Address B. Thomas, Pres't, Room 13, Dearborn Station, Chicago.

CALLAHAN GASOLINE ENGINES



Grain Elevator Machinery and Supplies

C. D. Holbrook & Co.

MINNEAPOLIS, : : MINN.

ELEVATORS WANTED.

ELEVATORS WANTED in Illinois, at a price for which they can be sold. Aaron Smick, Decatur, Ill.

WANTED—To buy elevators doing good business. Address H., Box 10, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR wanted in good corn and oats belt; in Illinois or Indiana preferred; must be doing a good business. Address Box 187, Dana, Ill.

GOOD ELEVATOR WANTED in exchange for a 160 acre farm, fine soil and well improved, near Warsaw, Ind. and an eight room house in Chicago. Address Coop, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS WANTED—One or two elevators doing good business in Corn and Oat Belt with favorable surroundings. Give full particulars and statements which will stand investigation. Address E. D. Vorhes, Ackley, Iowa.

ELEVATOR WANTED to rent or run on joint account; or will accept position as manager of a cleaning house or farmers' elevator; 20 years' experience; best of references. Address Mack, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—To trade for elevator property—Nebraska preferred—320 acres, well improved, \$1,800 house, 10 acres trees; 240 acres, well improved, all necessary improvements. Address A. T., Box 11, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WILLIAMS Typewriter, No. 4, little used, at half price. Address Victor Nelson, 504 Traders Bldg., Chicago, Ill.

ASK YOUR DEALER for the Usona Manila Rope Dressing and the Ivy Bar Belt Dressing or write to the manufacturers. Messrs. Scott & Co., Chicago.

CORRESPONDENCE wanted with grain dealers who have had unsatisfactory dealings with T. A. Long, Washington, D. C. Address S. F. K., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED — Correspondence with firms who have had dealings with the Stephenson-Neal Grain Co., of Millersville, Ill. Address Tennessee, Box 11, Grain Dealers Journal, Chicago, Ill.

Wheat Tables

On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 50 lbs.

Printed in 2 colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Grain Dealers Co.

255 La Salle Street, - - Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

NEW AND SECOND HAND Hopper, Platform, Wagon and Track Scales for sale. Get out prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

HOPPER SCALES for sale. 600 bu. capacity, used only a few weeks, standard make, worth \$150.00 new. Have no use for it. Will sell for \$50.00. Durham, Guyon Co., 56 N. Jefferson Street, Chicago, Illinois.

SCALES REPAIRED. We will repair any scales that you may have and make them as good as when they left the factory.

ALLEN P. ELY & CO.

1110 Douglas St. Omaha, Neb.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

ELEVATOR AND MILL SCALES for sale. Our Hopper, Wagon, Warehouse and Railroad Track scales are recognized by successful grain operators as the STANDARD for accurate weights. Not controlled by a trust. Address Des Moines Scale & Mfg. Co., Des Moines, Ia.

\$16 FOR THE ROUND TRIP TO ST. PAUL AND MINNEAPOLIS,

VIA

CHICAGO GREAT WESTERN RY.

Tickets on sale daily to September 30th. Final return limit October 31st. Also equally low round-trip rates to other points in Minnesota, and to points in North Dakota, Colorado, Utah and Wyoming. For further information apply to F. P. Lasier, G. A., 115 Adams St., Chicago, Ill.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.

COSTS 15 CENTS PER LINE.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

One 4 H. P. Lammert & Mann gasoline engine, almost new, cheap. C. A. Kreger, Box 10, Grain Dealers Journal, Chicago.

GASOLINE ENGINE for sale, 30 H. P. Cost over \$900. First class condition. Price \$300. Dr. Schmidt, Covington, Ky.

OTTO GASOLINE ENGINE for sale; 5-h. p., good condition. Address Chicago Grain & Elevator Co., Des Moines, Ia.

GASOLINE ENGINES, all sizes. One 12 H. P. good as new at a bargain. Lammert & Mann, 157 So. Jefferson Street, Chicago, Illinois.

ONE 20 H. P. Slide valve horizontal engine, and one 5 x 4 steam pump. Good condition. Thos. Ramsey, 2600 Harvard Street, Chicago, Ill.

ST. LOUIS CORLISS ENGINE, 20 x 42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

FOR SALE—65-h. p. Foos Gas Engine; 12-h. p. Lambert Gasoline Engine; both in good condition. Backus Gas Engine, 22 S. Canal St., Chicago, Ill.

CHARTER GASOLINE engine, 6 H. P., good as new, \$135.00 takes it. Other sizes in stock. For new engines send for catalogue of the "Coin" gasoline engine. F. W. Coin, 2436 Michigan Ave., Chicago, Illinois.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

OTTO GAS or GASOLINE ENGINE for sale. 38 H. P., good as new but too small, now being replaced by 75 H. P. Will sell cheap for cash or a little cash and balance in time, payments to suit. Address The H. L. Strong Grain Co., Kansas City, Mo.

FOR SALE.

One 3½ H. P. Burrell engine in good condition\$100.00
 One 4½ H. P. Webster engine in good condition\$125.00
 One 5 H. P. Charter engine in good condition\$135.00
 One 6 H. P. Charter engine in good condition\$150.00
 One 7½ H. P. Webster engine used less than thirty days, latest improved.....\$275.00
 One Fairbanks Jack of All Trades, good as new 90.00
 One 2 H. P. Webster Handy Man, good as new\$75.00
 One 2 H. P. Stover engine in good condition\$60.00
 One 3 H. P. Webster engine in first class condition\$100.00
 One 12 H. P. Webster engine, never been used, latest improved.....\$490.00
 One 10 H. P. Webster engine, used 10 days, good as new.....\$400.00

ALLEN P. ELY & CO.

Dealers in new and second-hand machinery of all descriptions.
 1110 Douglas St. Omaha, Neb.

ENGINES FOR SALE.

ONE 16x24 175 H. P. Atlas Automatic engine. F. E. Pfannmueller & Co., 1134 1st Nat. Bank Bldg., Chicago, Ill.

GASOLINE ENGINES for sale at a bargain.

One 10-h. p. Columbus.
 One 14-h. p. Ohio.
 One 5-h. p. Charter.
 One 2½-h. p. Weber.
 One 12-h. p. Van Duzen Engine.
 One 6-h. p. Fairbanks Electric Lighting Engine with dynamo. All are in first-class condition. C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

ENGINES AND BOILERS.

FOR SALE: 1 boiler, 16 x 66; dome 32 x 36; 54 4-in. flues, with fronts in good order. Frank G. Ely, Traders Bldg., Chicago, Ill.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

FOR SALE—One steam engine, 16x24, Sinker Davis Co. make. One boiler 60 in. x 16 ft., with twelve 6 in. flues, Sinker Davis make. One boiler iron tank, 40 in. x 20 ft. All in fair condition. Address J. W. Witt, Lebanon, Indiana.

ENGINES WANTED.

25 H. P. Gasoline Engine wanted, Fairbanks or Otto. Keel & Son, Gainesville, Texas.

MACHINES WANTED.

WANTED—Four second-hand gravity or needle grain cleaners. Must be in good condition. Address D. Rothschild Grain Company, Davenport, Iowa.

MILLS FOR SALE.

FLOUR AND SAW mill for sale. Water power, roller system, planer, lathe, hardwood timber. Price \$3,500, including two story house, barn, six village lots several acres land. A bargain. Address Wm. M. Barnes, Boaz, Wis.

FLOUR AND FEED MILL for sale. Nearly new; established two years. Located in one of the best wheat centers in Northern Michigan on Pere Marquette Ry. Fine opening for hay and grain buyer. Small amount will buy, account of other business requiring owners attention. Address Custer Milling Co., Custer, Michigan.

FOR SALE—One of the best 100-bbl. steam roller mills and elevator in the state. Mill is brick, 3 stories high and basement, brick engine and boiler rooms, brick smoke stack. Located in a thriving town in very best, richest and most thickly settled country that can be found on the Big Four and D. & W. R. R.'s; also on Dayton & Muncie Traction Line, which carries freight. Mill and elevator are first class; Western Sheller and Cleaner, capacity of 500 to 700 bus.; new Howe Scale; storage capacity, 9,000 bus. Will be sold at a very low price if sold in next 60 days; if not, will lease to responsible parties. G. R. Keller, Arcanum, Darke Co., Ohio.

MACHINES FOR SALE.

FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

FOR SALE—One No. 3 Eureka Separator—\$15.00; one No. 4 Eureka Separator—\$25.00. F. M. Marks, 2173 So. Mich. Ave., Saginaw, W. S., Michigan.

FOR SALE, Marseilles Corn Sheller, slightly used. Price \$150 f. o. b. cars Cincinnati. For further information address The Gale Bros. Co., Cincinnati, O.

ELEVATOR SEPARATORS for sale. Two B. & L., 1,200 bu. capacity in good condition. Address Mueller & Young Grain Company, Chicago, Ill.

TWO MONITOR Receiving Separators, Shellers, Corn Cleaners and Bowsher Mills. Circular No. 22 now out, write for it. A. S. Garman & Sons, Akron, Ohio.

FOR SALE—200-bu. elevator separator; 40-bu. Cranson Scourer for low-grade wheat; one 500 to 800-bu. corn cleaner, good as new. Address E. Brunner, Hope, Kan.

MISCELLANEOUS FOR SALE.

FOR SALE—2nd hand 140-lb Flour Bags; 200-lb. Bran Bags, etc., cheap. Wm. Ross & Co., 57 S. Water St., Chicago.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

FOR SALE CHEAP—White Gasoline Engine, 12-h. p., with No. 7A Bowsher Mill complete with hopper and 2 sets elevators. All in good condition. Also Willford Mfg. Co.'s 3-roll mill, capacity 60 bushels per hour. Address Thorpe Elevator Company, Minneapolis, Minn.

MACHINERY BARGAINS.

500 bu. Fairbanks Hopper Scale, sealed and tested, at \$75.00.

14x36 Allis Corliss Engine, at \$825.00; can furnish condenser.

Large stock of state inspected second-hand boilers, 5 to 150 h. p.

4 second-hand hoisting engines, A No. 1 condition.

Relaying rail, pipe beams, mill machinery and supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

2D-HAND ENGS. & MACHINERY.

1 30-horse Chandler & Taylor engine, good as new.

1 25-horse Nagle engine, good as new,
 1 35-horse old-style engine, good repair,

1 No. 2 Victor Corn Sheller,
 1 No. 2 Cornwall Corn Cleaner,
 1 No. 1 Western Shaker Cleaner,
 1 No. 6 Clipper Grain & Seed Fan,
 1 12-in. Boss Car Loader,
 1 14-in. Boss Car Loader,
 1 Cast-Iron Distributing Spout, 14-in.
 Also large number of pulleys, both wood and iron.

All of the above for sale very cheap. Write for further description and prices. CRABBS REYNOLDS TAYLOR CO., CRAWFORDSVILLE, IND.

SITUATIONS WANTED.

POSITION WANTED by experienced man in the grain, seed and coal business. Good references furnished. Address J. E. Morris, Deep River, Iowa.

POSITION WANTED as road man for grain company by young, unmarried man. Three years experience in this line. Best references. Address W. G. Kirkpatrick, Faribault, Minn.

POSITION WANTED as buyer or roadman for reliable grain firm; have had wide experience in both lines. Best of references. Address Mat, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED.—Have had 25 years' experience in grain business—13 years in barley cleaning house; satisfactory references. Address E. A. A., Box 10, Grain Dealers Journal, Chicago.

POSITION WANTED as traveling solicitor, or as manager of country elevator, by man thoroughly experienced in these lines. Good references. Address G. E. P., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by a first-class engineer and all-round practical elevator man; best of references furnished and satisfaction guaranteed; Indiana preferred. Address H. M., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor or purchaser for grain firm. Ten years' experience in grain business. Familiar with Oklahoma, Kansas, Iowa, Missouri and Illinois trade. Address Traveler, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as foreman to buy grain at some country point or as solicitor on the road for some Chicago firm. Can give the best of references; 15 years experience in grain and lumber. Address Ford, Box 10, Grain Dealers Journal, Chicago, Illinois.

POSITION wanted by young man, who has had wide experience in the grain business and able to furnish the best of references as to ability and character. At present under contract until July 1st. Address Kroy, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling man, auditor or solicitor for some good grain firm or commission house, by married man of 12 years' experience in the grain business. Not afraid of work. Would take good country station. Address Lock Box 25, Schaller, Iowa.

EXPERIENCED GRAIN MAN would like to represent in the Indian Territory, some grain or grain product business. Familiar with prevailing conditions, grain business, railroad facilities and trade requirements. Highest references. Address South-West, Box 906, Muskogee, I. T.

IF YOU can use a man 30 yrs. old, with no bad habits, who has had 5 yrs. experience in the grain, coal and feed business, with live stock and lumber as a side issue, one year each on the road and in the retail grocery business, drop me a line. Address Arodle, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

SITUATION WANTED by a man with 20 years' experience in grain and lumber; fully competent to manage. Address Manager, Box 11, Grain Dealers Journal, Chicago, Ill.

HAY FOR SALE.

HAY AND GRAIN FOR SALE. Address B. T. Craig, Shreve, Ohio.

HAY WANTED.

TIMOTHY HAY and clover and timothy mixed hay wanted. Address John Wade & Sons, Memphis, Tenn.

WE want your next commission of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

SEEDS FOR SALE.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

SEED BUSINESS FOR SALE.

FOR SALE—A well established field and garden seed business, located in a city of 120,000 population and surrounded by the best farming and trucking lands in the United States, and the only strictly seed business within 150 to 200 miles. The business needs money to develop. The owner will sell as a whole or will incorporate or take partners. The amount needed is not less than \$25,000.00. Parties replying must furnish references with inquiry. There are four articles produced by farmers near here that can be made to pay yearly the amount mentioned above. Address L. D., Box 11, Grain Dealers Journal, Chicago, Ill.

GRAIN FOR SALE.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

TEXAS RED Rust Proof Oats and Milling Wheat for sale. Address Humphreys Mill & Elevator, Lawton, Okla.

RECLEANED RYE for distillers; also mixed cars made up of grain, flour and feed. Let us hear from you. Goshen Milling Co., Goshen, Indiana.

GRAIN WANTED.

WANTED—100,000 bushels of off-grade corn. Mail sample and name lowest price. Address L. F. Miller & Sons, Philadelphia, Pa.

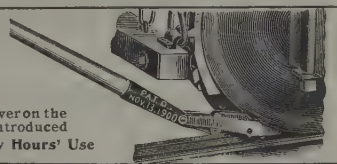
The Atlas Car-Mover

Manufactured exclusively by

The Appleton Car-Mover Co.

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Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It Will Pay for Itself in a Few Hours' Use



Success in business is a result of buying at the right prices. Send for our prices on
SEAMLESS COTTON GRAIN BAGS
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MILWAUKEE WISCONSIN

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GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order to judge of the value of the Grain Dealers Journal to our business we will try it on the 10th and 25th of each month for one year. Enclosed find One Dollar.

Name of firm _____

Capacity of Elevator _____

Post Office _____

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State _____

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McCray, Morrison & Co.

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Track Buying a Specialty

Elevator Capacity, 300,000 Bushels
Handling Capacity, 50 Cars Daily

We Respectfully Solicit Correspondence

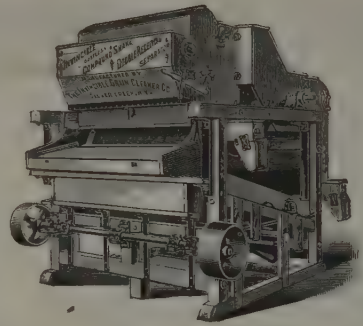
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COMPOUND SHAKE DOUBLE RECEIVING SEPARATOR

We build it in all sizes to meet any required capacity. It stands perfectly quiet and steady under motion and does a quality of work that cannot be equalled by any other cleaner built. We also make it of all iron and steel. ¶ We have the best and latest improved screen cleaning brush rig. No bothersome screw shafts but a positive, direct and smooth running cleaner.

INVINCIBLE GRAIN CLEANER CO.

Silver Creek, N. Y.

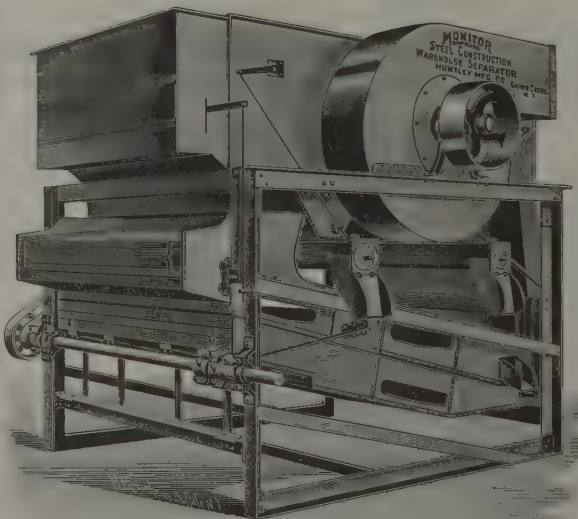
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Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
J. N. Bacon, Balcherm Block, Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

HERE IS THE Monitor Double Shoe Steel Construction Warehouse Separator



The Monitor Compound Steel Construction Warehouse Separator is built entirely of steel and iron.

The shoe is divided and shaken from two eccentrics, one shoe working opposite from the other, thereby forming a perfect counterbalance and making it work steady and without vibration.

The air and screen separations are the best for they are Monitors—the same as in all types of our separators.

The machine is made in five sizes, dimensions and capacities being the same as in our regular double warehouse separator.

Incidentally we want to call your attention to our entire line of Warehouse Machinery—Flax and Seed Cleaners.

You can't buy better machines than Monitors for they are not built. We have installed over 25000 Monitor Machines and when you install your next equipment, communicate with us—we put you really next to the best on the market.

Our complete catalog is merely awaiting your request to have it immediately go forward.

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Silver Creek, N. Y.

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302 Traders Bldg., Chicago, Ill., F. M. Smith, Agent.
316-318 4th Ave., So. Minneapolis, Minn., A. F. Schuler, Agt.
121 Front St., New York, N. Y., J. W. Perrine, Agent.
Berger Carter Company, San Francisco, Cal.
Hotel Savoy, Kansas City, Mo., H. C. Draver, Southwestern Agent.

GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY



GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

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Chicago, Ill.

CHARLES S. CLARK, Manager.

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One Year \$1.50; Six Months 75 cents; Single
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A Red Wrapper on your Journal means
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furnished on application. The advertising
value of the Grain Dealers Journal as a
medium for reaching the grain dealers and
elevator men of the country is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., JUNE 10, 1905.

CHEWING seed wheat, which had undergone the formaldehyde treatment for smut, proved fatal in the case of a young farmer near Grafton, N. D. Be careful what you chew.

DUAL inspections at Superior are not likely to cause the trade so much inconvenience or confusion as was first expected, as the champions of the different interests promise to act together and work in harmony.

THE MILLERS National Federation has resolved to oppose the encouragement of the cultivation of durum wheat. The Secretary of Agriculture and farmers, who enjoy large yields from soil that gives very indifferent results with other grain, will smile and continue to sow durum wheat.

CORN shippers who lost 10 to 15 cents a bushel recently because their grain was not clean enough to be admitted to the contract grade are saying many unpleasant things about the grain inspectors. Buy a good cleaner and use it carefully; make sure your corn is thoroughly protected while in the crib and have all rotten grain picked out before it reaches the sheller. Satisfactory grading and returns can never be expected until shippers exercise more intelligent care in the preparation of grain for market.

EVERY opinion so far obtained from learned members of the bar, on the legality of the penalty clause is to the effect that it can not be enforced against stockholders in cooperative eltr. cos.

IF Bs-L are forged more frequently the sufferers will the sooner be stirred to take united action and follow the abuse persistently until a reform is effected. Who is the next unfortunate?

DURUM wheat has been sown to a larger acreage than ever this year, and no doubt the yield will be up to the average. It behooves shippers who will handle the macaroni wheat to get in touch with millers who are prepared to grind it. Last year some of this flint like grain was shipped right by millers, who wanted it to be sold at a discount in the central markets and shipped back to the millers.

THE MILLERS Federation has declared against "the unlimited short selling of other's property" and asked the grain exchanges to "develop rules whereby sales of wheat may closely represent actual grain." They suggest that sellers be required to show title. It is not known that millers who have run recent corners favored this action, in fact it was generally supposed they were satisfied with existing conditions.

THE building of three to five elevators at some new stations in the Northwest indicates that foolishness will be the predominating characteristic of the new stations. Two first-class houses can handle all the grain farmers will bring to any station and wud seem a waste of good material to erect more. As the carriers have materially increased the requirements for country elevators to be erected on their rights of way it would seem fair and proper they shud reduce the number of sites granted at a station. It is folly for any one to expect to do a good business where the grain brought to market must be divided among five.

THE SEED grain campaigns which have been conducted in different sections of the country by the Agricultural Departments, grain assns., railroads and other parties interested, should soon bring about a material increase in the quantity as well as the quality of the grain produced. Grain dealers who take into consideration that most of the increased production of any surplus section is quite certain to be shipped out cannot help but feel a personal interest in the result of these campaigns. It is within their power to assist materially in educating the farmer along the lines of seed selection. In Iowa some of the dealers are entering heartily into the work with every promise of being well rewarded for their effort.

SELLING grain in terminal markets subject to reinspection upon arrival at buyer's elevator is not fair to the shippers and should not be tolerated in any market. In well regulated markets it is customary to allow 24 hours for sampling and reinspection. After that the buyer has no recourse in the matter of grades except in the case of plugged loads.

THE operative millers at their recent convention waxed warm over the "baneful and dishonest practice committed by the different public elevators in adulterating, polluting and mixing grains and by the use of clipping and scouring machines, disguising the real quality and condition of grain," and indignantly denounced the so-called practice, but said not a word about their own mixing of grain and flour or even referred by inference to the now common practice of bleaching flour. Evidently some of them must have purchased mixed grain that was so deceptive in appearance that they failed to get their money's worth.

THE proposition to consolidate the Grain Dealers National Ass'n with the National Hay Ass'n, which has again been brought forth since the Niagara Falls meeting, is not likely to receive very much support from the members of either trade, because each organization has a work distinctly its own to perform, and if it fulfills its whole duty to its own members it will have no time left for looking after the affairs of the other. Then, too, by having separate organizations, the members of either trade are not worried lest the interests of the other receive more than their merited attention from the organization.

INDEFINITE terms in rules governing the grading of grain have again been recommended by the Chief Grain Inspectors, Ass'n. When the grading is done by guess and the inspector has to guess at what is intended by the wording of the rule, then is the trade doubly confounded. One rule provides that it must be "Clean," another that it must be "Reasonably Clean," another that it must be "Reasonably Sound." Such indefiniteness ill becomes any body of men who are supposed to classify grain according to its exact quality. If it is intended that grain must be absolutely free of all foreign matter in order to gain admission to a certain grade, then the rule should so stipulate. If any foreign matter is to be admitted then it would be well to specify the exact percentage of such matter in figures. Not necessarily that each inspector using the rules shall determine to the 1-1000 of 1 per cent the amount of foreign matter, but that he may know exactly what is intended by the rule.

LEAKS of cotton statistics from the Department of Agriculture in advance of their public circulation, which has been charged by the secretary of the Cotton Growers Assn., has prompted the inauguration of a careful and thorough investigation of the charges. There have been so many rumors along this line that it has seemed proper those claiming leaks occur should be satisfied or the offenders exposed.

THE DECLINE OF THE BUCKET SHOP.

Recent decisions of the Supreme Court of the United States have so weakened the position of the bucket shop fakirs, who have long been licensed to fleece the gullible in different sections of the country, that the gamblers engaged in the work are much worried over the future prospects of their "business." No doubt they will devise some scheme whereby they can capture the coin of the gullible but it is not likely they will be able to do so in the guise of a grain exchange.

It should not be necessary for the different stock and grain exchanges of the country to exert themselves in checking the vultures, who have been preying upon the suckers without giving anything in return. The government should take the initiative and stop the promotion of such deceptive games. Too long have these bucket shop swindlers played the public; paid when it suited their pleasure and closed up shop when it did not. They have changed the sign on the door and burned all their records so many times that few of them know how many times they have failed to make good their contracts with so-called customers.

THE NATIONAL MEETING.

The Ninth Annual Meeting of the Grain Dealers National Ass'n held in Niagara Falls last week was not as well attended as most of the preceding meetings, but those in attendance showed a firm determination to act together and give the trade an organization which should be representative of its interests. Those who came with new schemes for accomplishing the desired end, after argument, abandoned all their propositions and entered enthusiastically into the work of rejuvenating the organization on the same lines as it has been working heretofore.

The new management starts out with the assurance of ample funds, harmony and an earnest desire to promote common trade interests.

The National Ass'n must be exactly what the trade makes it, neither more nor less. But the possession of all the machinery for successfully promoting the interests of the Ass'n is not the only thing. The new officers have the desire and the determination to act, and with even a portion of the co-operation and help given it during the last four years its success is assured.

The grain trade needs a strong national ass'n. Thru co-operation only can

the larger problems of the grain business be solved or handled. The millers have just completed one of the most harmonious and successful meetings ever held. Their National Ass'n is doing a work of much value and profit to that trade; employs a secy., a traffic manager and an attorney, and does things. The grain dealers are not to be outdone by the millers and propose to have even a stronger ass'n, even a more effective one, but they will need the harmonious co-operation of all.

RAILROAD CLAIMS.

Last fall the Ohio Ass'n, recognizing that many claims of shippers which contained all the essential elements to justify their recognition by carriers were being ignored because not properly prepared by the shipper or not accompanied by the essential evidence, established a Claims Bureau for the assistance of members.

The Iowa Ass'n has done all this and gone further. It has established a Comité on Railroad Claims, as provided by the resolution adopted at the Des Moines meeting recently and is instructing members to refer all claims to said comité for proper preparation and presentation to the rail carrier, the Secy. being made the agent of the shipper in each case.

No doubt many more claims would be allowed than have been in the past if the claims were accompanied by proper evidence to substantiate the shipper's claims. Many shippers, in the heat of the moment, fire their claim at the railroad company, without any evidence to substantiate it and without careful consideration of their rights in the case, hence it is but natural that every railroad company's claim bureau is swamped with claims good, bad and indifferent.

The Ass'n, by refusing to present any but just claims and arranging in proper form all evidence relating to claims which are right, will reduce to a minimum the labor of the carriers' claim bureau and by such action will establish a reputation for fairness which will encourage carriers to heed every recommendation coming from the Claim Comité.

The move is an excellent one and if carried out along business lines can be profitably imitated by every grain assn.

MORE FORGED BILLS OF LADING.

Another grain dealer, tempted by the easy opportunity to gain possession of other people's money thru forged Bs-L, has forged a number of Bs-L at the expense of railroads, bankers, shippers and receivers. The losses suffered by the different ones are estimated at \$10,000 to \$30,000. The offender in this case is Edgar A. Storey, doing business as Storey & Co., at Columbus, O. There is a warrant out for the arrest of the gentleman but it seems that at present he is in Mexico.

The losses suffered by the different parties at interest in the different forgeries of Bs-L, which have come to light during recent months, should be sufficient to bring about a reform in the method of giving out shipper's order Bs-L blanks.

We have published several different suggestions from the trade, but, outside of the meeting at Cincinnati April 13th,

ways and means of reducing the opportunity for forgeries of this kind have not been discussed seriously or earnestly. Those who have suffered loss are very much in earnest in the matter, but the carriers who have the power in their own hands to minimize the opportunities for forging shipper's order Bs-L have hardly heard of the imposition.

If the trade assn's would co-operate with the sufferers in each case and thus insure the quick punishment of each culprit to the full extent of the law, their action would have a very discouraging effect on others who might contemplate taking this same short-cut to wealth. If the sufferers drop the case other imitators of Jim the Penman may consider them easy marks and be prompted to favor them with some of his own hand-made shipments. The grain ass'n's and the grain exchanges by not providing a fund for prosecuting offenders encourage others to try forging.

CONTRACT GRADES.

The agitation which has been waged for several years past in favor of widening the range of quality of grain which may be delivered upon contracts made in the speculative pits of the different grain Exchanges continues.

Chicago, Duluth and St. Louis have recently adopted rules permitting the delivery on contracts of lower grades of grain at a penalty. Minneapolis is seriously considering a similar move. New York did so two years ago.

Mr. Paddock, in his response to the welcome at Niagara Falls, took occasion to echo his excellent paper along this line at Peoria two years ago, and now the Millers Nat'l Federation has adopted resolutions requesting the grain Exchanges of the country to readjust their rules so as to permit the delivery of No. 3 Red, No. 3 Hard and No. 2 Northern, all of which shall be of sound berry, on contracts at a penalty.

It is but natural that central market inspectors should be very cautious about giving the contract grade to any grain because of the probability that it may remain long in store and have its quality disputed when delivery is attempted, but the quality of the grain arriving in most of the speculative markets seems to have declined during recent years, either on account of the carelessness of country shippers in preparing their grain for market or else the extra care exercised by the inspectors. In either case, it is known that the contract grades long since ceased to represent more than a small percentage of the grain known to commerce.

The country shipper and the miller have been caught in the option market so many times that most of them now fear even to hedge against their actual holdings and refrain from attempting to protect their business from the vacillations of the option markets. Some maintain, and with a very fair show of reason, that permitting the delivery of any old thing on contracts must encourage the bears to hammer the market continually with the result that the grower will not receive a fair compensation for his services. It would seem possible to reach a middle ground, fair alike to all interests, and the action of the different Exchanges in adopting rules permitting the delivery of lower grades at a penalty has not yet developed into an abuse.

FEDERAL INSPECTION.

The Millers National Federation and the Operative Millers Fraternity, both of which held meetings at Kansas City recently, adopted resolutions favoring the placing of the inspection and grading of grain in all markets, under control of the federal government, the purpose being to attain uniformity of rules and grading.

It is to be hoped that no such action will ever be taken, because with the grain inspection under control of the national government, it would take so long to effect a reform or even recognize the need of changes in rules and practices under new conditions, that the service would eternally be out-of-date, and if the politicians were able to use the offices of the department as rewards for heelers, as they now do in some state inspection departments, then the millers and the grain dealers of the country would be more handicapped than they are at present.

The adoption of uniform rules governing the grading of grain as well as the adoption of uniform practices in the actual work would go far toward checking the agitation for federal inspection.

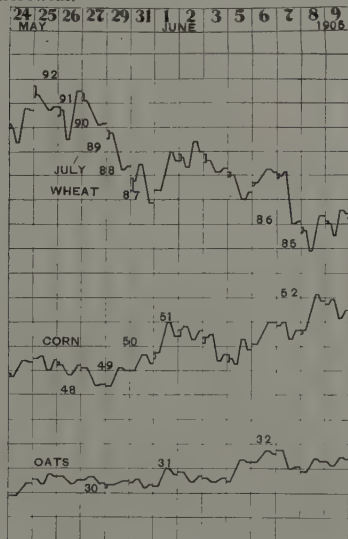
Crop Conditions.

Corn continues to be affected by unfavorable conditions in the eastern half of the Mississippi Valley, while in the heaviest producing states of the west the crop is showing slight improvement, tho not enuf to overcome the setback thru poor stand and replanting.

Spring wheat conditions are as near ideal as is usually the case early in June. Present reports on winter wheat are mainly a confirmation of conditions discovered earlier by close observers, such as spindling straw and short heads. Rust is not spreading, and no new unfavorable developments are reported in the Southwest. The winter wheat harvest has progressed northward as far as southern Kansas.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for 2 weeks prior to June 10 are given on the chart herewith.



Letters From Dealers

DUPLICATING CHECK BOOK.

Grain Dealers Journal: We notice what you say in the last number of the Journal relative to taking written contracts from farmers in buying grain for future delivery. We have just had printed for use at all of our stations check books for paying money to farmers by our agents.

Each check is 3 $\frac{3}{4}$ x 8 inches, and is printed on thin, tough white paper, so the agent can easily make two carbon copies of it. This form, which called "I Original," can be used as a check for daily business or as a contract, it being adaptable to either purpose by filling in two words. If desired, a rubber stamp could be used and the words "Receipt of the above amount on the within contract is hereby acknowledged," and have payee sign it before drawing the money.

The first copy which the agent is expected to make with carbon on the pink

sheet is intended to be sent by him to headquarters. It is also reproduced herewith, in form but not in size.

The "III copy" is an exact duplicate of "II copy," with the exception of the line in the lower left-hand corner which specifies "To be retained in check book at station." The "III copy" is printed on manilla stock.

The work required to make the records is reduced to a minimum by the use of these three sheets and two carbons. The opportunity for error is also reduced, and the agent as well as the head office has a correct record of all checks issued.—Wheeler Grain & Coal Co., Laurens, Ia.

Government Crop Report.

The Dept. of Agri. on June 10 reported the condition of spring wheat June 1 as 93.7; against a 10-yr. average of 94.4; winter wheat 85.5, against 79.2 average; and of oats 92.9; against a 10-year average of 90.1. The condition of barley was 93.7, against 90.5 a year ago; and of rye 93.6, against 86.3 a year ago.

Acresages increased 2.8 per cent in spring wheat and 0.2 per cent in oats; while barley and rye showed decreases of 3.4 and 3.8 per cent respectively in area, compared with last year.

1. ORIGINAL., Ia., 190..

..... No.

Pay to the Order of..... \$.....

..... Dollars

In..... payment for..... bushels of.....

at..... per bushel,..... delivered to WHEELER GRAIN &

COAL CO., at....., Ia., on or before..... 190..

WHEELER GRAIN & COAL CO.

Per..... Agent.

2. COPY., Ia., 190..

To WHEELER GRAIN & COAL CO. No.

I have paid today by check on bank..... \$.....

..... Dollars

In..... payment for..... bushels of.....

at..... per bushel,..... delivered to WHEELER GRAIN &

COAL CO., at....., Ia., on or before..... 190..

This sheet must be a carbon copy of check and sent with daily report.

Signed..... Agent.

Crop Reports

CANADA.—Dundurn, Assa.: The wheat is looking fine. The weather is warm and plenty of rain has fallen. All grain is looking well.—Winnipeg, Man.: Never before have the crops promised as good at this time of the year in our Canadian west as at present. In all parts of our west between Manitoba and the Peace river, a distance of about 1,500 miles, the crop conditions at present are practically good. It is easy to make crop reports when the conditions are the same everywhere. There was a little too much rain in the Red river valley, and about all the difference it made was that there was a little less wheat and more coarse grain sown there, than would have been if the rain had not been excessive. The Red river valley generally gives as good a crop record as any other part in Manitoba in the fall. Both the fall and spring wheat promise good in Alberta.

ILLINOIS.—Kerrick: The oat crop is a promising one so far. Corn is doing finely the last few days. Warm nights are driving corn right forward.—Decatur: Grain prospects here are very satisfactory.—Jamesburg: The acreage of both corn and oats, in this vicinity, is about the same as last year; the condition of the growing oat crop was never better, and with favorable weather will harvest a bumper crop. Corn planting has just been finished under favorable conditions; some of the early planting has been planted over. Cultivating corn has begun in some fields; corn fields are fairly clean and ground in good condition. The cultivation of corn will soon be general.

INDIANA.—Tegarden: Grain acreages about 2-3; condition is 1-3 above average.—Windfall: Very light acreage of wheat out but looking fine; about 1-5 of the usual acreage sown. An immense acreage of oats sown in this vicinity and they are looking fine. Corn acreage heavy, but very backward and not looking well, owing to backward season and much rain. Timothy hay and clover never looked finer and an average crop.—Westfield: The acreage of wheat is only about 1-4 the average of former years. Looks promising for an average yield per acre. Oats look good for a large yield, with about double the usual acreage sown. Corn very late and some complaint of poor stand. A little more than average amount planted.—Glen Hall: We have a large acreage of corn and oats. Oats are looking fine; never had better prospects. Corn is a little backward; some having to be planted the second time and much replanting being done. May have some soft corn again this fall. We have a very small acreage of wheat, but what we have promises a good yield.—West Middleton: Only a small crop of wheat was sown; probably 1-3 an average acreage, but it is in splendid condition. Unless we have unfavorable weather we expect largest yield per acre that we have had for 10 years. Corn about average crop in acreage; 10 days late on account of rains, but a good stand and good color. Ground in fine order; most of the farmers are plowing their corn for the second time. Weather now is ideal; perfect for corn and oats. Oats are a larger acreage than was ever sown here before. Nearly or quite all the shortage in the acreage of wheat was sown in oats. Prospects good. We expect a splendid yield in everything this year; wheat, oats and corn.

IOWA.—Hamburg: Corn, our principal crop, is backward; due as much to poor seed as to cool weather. With favorable weather will make good crop.—Britt: Acreage of oats about 10 per cent more than last year; present prospects excellent. Corn acreage about the same as last year; present prospects good, except some fields on low land reported poor.—Berkley: Crops in this vicinity are very promising. Corn is a good stand and comparatively free from weeds. Tilling has been carried on very extensively during the past year, mak-

ing an increased acreage of oats and corn.—Parnell: Crops of all kinds look good in this vicinity. About 1-3 of the corn has been cultivated. Some replanting done, but mostly on old ground. Oats and barley are in fine condition and promise a good crop. Condition of all crops about 25 per cent better than last year.

KANSAS.—Hazelton: The crop situation is not up to what it ought to be. We figure on about half a crop.—Frankfort: Wheat prospects good. Corn good stand but small and weedy. Oats fair. Fine rain June 5; weather too cool for corn. Very little old corn left in farmers' hands.—Englevale: The condition of the oats crop is good with a large acreage. Corn prospects are good; most all farmers have good stand, in fact the best prospect for 5 years. Acreage of wheat small; what there is will possibly be 1-3 of a crop.—Neodesha: Our crop prospects are very good for both wheat and corn. Harvest commences next week as early as was ever known in this vicinity, and the quality promises to be good.—Leavenworth: Prospects in this vicinity continue favorable for wheat and with good conditions from this time on we look for a very fair crop, of good quality. It will probably yield about 18 bus. to the acre. Harvest will begin in about 2 to 3 weeks.—Fremont: The acreage of wheat is about the same as last year. Condition fair; yield from 10 to 20 bus., probable average 12 to 15 bus., if conditions are favorable until harvest. Harvest will commence about June 25. Corn is very backward for this time of year. Ground in good condition but stand is just fair and small; growing fine the last week, with good weather for cultivating.—Furley: The wheat is rusting badly; possibly 2-3 of a crop if the weather is favorable. Oats are heading out and very short, owing to dry weather during the forepart of the season. Corn is looking fine, so far. Of course, it is too early in the season to say just what it will do. The farmers are plowing corn the second time and grass never was better.—Ft. Scott: We have had a good deal of rain, but the rains have been so light that the ground has not baked and is in fine condition for cultivation. Our crop prospect is very good and we realize that by July 15 our flax, wheat and rye will all be in the shock, and as the season has been good so far, with 30 days more we feel assured of good crops. Our corn looks very well, but it is too soon to predict what the result will be.

KENTUCKY.—Frankfort: The state commissioner of agri. reports the condition of wheat June 1 as 75, compared with 92 May 1.

MINNESOTA.—Luverne: From 10 to 20 per cent increase in acreage of wheat.—Trosky: Wheat acreage about the same as last year.—Lewiston: Grass better than for many years. Small grain never better. Acreage same as previous years. Corn thin but healthy and growing finely. Outlook altogether optimistic.—Minneapolis: We have had a careful examination made of the wheat plant grown from light-weight rusted seed. The examination was made by Mr. L. D. Marshall, one of the most competent men we know of, and covered a large part of the territory where the wheat was badly rusted last season. At each station he went into fields known to have been sown with good seed and others with light-weight wheat. In addition to the work done by Mr. Marshall, we have had the conditions investigated at several stations in Minnesota and South Dakota by men in our own employ whom we consider thoroughly competent, and are very much pleased to be able to report as follows: Not to exceed 10 per cent of the seed used was below 50 pounds in weight and there is practically no difference in the advancement or strength of the plant grown from the light-weight and the good seed. Durum wheat is much farther along than either Fife or Blue-stem and appears to be much more vigorous. There is a territory west and north of Aberdeen, South Dakota, where some of the wheat is not as strong as the general crop appears to be, and this territory from the report discloses that a part of the seed was especially light, testing 45 pounds or under. The plant, wherever examined, appears to be thoroughly well rooted, altho most of it has not yet stood, and we believe the entire crop

is a week or ten days later than normal. All things considered, the wheat crop may be said to be in excellent condition. The spring weather has been unusually favorable for growing and breaking and, as a result, there is every indication that a very large crop of flax will be sown.

MISSOURI.—O'Fallon: Corn is backward, wheat very good.—Sweet Springs: The acreage in this section is about the same as last year, and the condition of the crops looks good to us, but it is too early to tell anything about the grade.—Sullivan: Prospects here for wheat 2-3, or over, of average crop. Condition improving. Probably be harvesting early next week. Acreage supposed to be about the usual for the past 2 or 3 years. Corn prospects fine.—St. Peter: Our growing crop of wheat has gone back considerable since May 1. Wheat as a rule is thin on the ground and some of it very short; there is also some rust but up to this time has done little or no damage, and we believe the average yield per acre will be around 15 bus. Some fields will, of course, yield more, but a good many fields will not yield near so much.—Warrensburg: The wheat acreage is very light; about 50 per cent of former years. Bottom wheat looks excellent; upland wheat is thin but well headed. Farmers estimate the average yield all the way from 10 to 15 bus. The weather has been very dry all spring; showers have been 10 to 30 days apart. It is getting very warm now, which is against the filling of wheat. Considerable corn was planted the second time but it was done early and at present the prospect is very flattering; the hot sun and wind to-day is causing it to twist badly, but a good rain in a few days will fix that all right. The dry weather has hurt the oat and hay crop worse than anything. Hay is past all redemption; a good rain soon would save the oats, otherwise they will hardly get high enough to cut.—Columbia: The Missouri State Board of Agriculture has received considerable complaint from the northern part of the State that corn has not come up to a good stand, and a great deal of replanting has been done. Some fields have been planted three times. In a great many neighborhoods the wet weather has prevented proper cultivation and some fields are getting quite weedy. Moles, wire worms and the cool, wet weather have been the causes for the poor stand. Taking the average condition of the crop for the entire State, however, the prospect is equal to a full average. The present condition, as shown by all correspondents for the entire State is 83, as compared with a condition of 73 at the same time last year, and compared with a five-year average of 81. Except in a few of the extreme northern counties practically all of the crop has been planted except the fields that are to be replanted. A large increased acreage has been planted the greater part of the being in the northeastern section, where it is estimated that 10 per cent larger acreage will be planted than one year ago. For the entire State it is estimated that the acreage will be increased 6 per cent over last year, making the total acreage for the State almost equal to the large acreage for the year 1902. While quite a number of the correspondents report an improvement in the wheat crop during the month, the general average condition for the State has deteriorated 7 points, the loss being 5 points in the northeastern section, one point in the northwestern section, 8 points in the central section, 10 points in the southwestern section and 12 points in the southeastern section. The deterioration has been caused by excessive rains in some localities, preventing proper pollination, and by rust in a number of the southern counties. The highest average condition for the wheat crop is in the section of the State bordering on and north of the Missouri river, but it should be remembered that a large part of this section grows but very little wheat. The present average condition for the entire State is 81, as compared with 89 one month ago, and compared with 81 one year ago, and 84 the five-year average for this time of year, making the present condition, as shown by the average of all correspondents, only 3 points below the five-year average, but, as stated above, the lowest condition is in some of the largest wheat producing counties, hence the act-

ual prospective is more than 3 points below the average at this time of year. The greatest danger from now on will be the development of rust, but the cool weather is not favorable for rust. The average condition of oats, as shown by all of the correspondents reporting, is now 87, as compared with only 77 one year ago; this is 6 points above the five-year average. The highest condition of the crop is in the northeastern section of the State and the lowest condition is in the southwestern.

MARYLAND.—Baltimore: The weather during the past two weeks has been making new records, and in the meantime kept both farmers and grain dealers guessing. Frost on June 3d, and a maximum temperature of 92 in the shade on the 6th. Nevertheless, wheat has not deteriorated, and is likely to make good the early promise of a full average crop. It is too early to more than guess at the corn situation, but that cold nights have retarded growth, and offered perfect conditions for the cut worm and grub is evident everywhere. Many fields have been reticulated and panned over entire, a method frequently adopted of late years, and found to give better results than the attempt to save the strong first planting by replanting the destroyed or otherwise depleted hills. Favorable weather may overcome the bad start, but all corn producers know that a sickly, imperfect start is likely to follow the plant to the crib. Oats are growing finely, and are too young to be influenced by the sharp changes from heat to cold. There is plenty of moisture and oats are likely to hold their own until scotched by the hot suns at maturing time, something that makes this crop always uncertain, and of small commercial importance in the southeastern states.

NEBRASKA.—Dorchester: Crops of all kinds look fine.—Ashland: Winter wheat condition 80 per cent of an average; acreage, 70. Oats, condition, 60; acreage, 90. Corn all planted; acreage, 100; about 70 per cent of a stand.—McCool Junction: We can't brag of the condition of our growing wheat crop. It does not look a bit good; not near so well as it did last year. The Hessian fly is steadily improved since the opening of spring, each month's estimate showing a gain of a few points. On April 1 the condition reported was 84 per cent. On May 1 its condition was estimated at 90 per cent, and its present condition is estimated at 93 per cent of a full crop for the state. The plant is now strong and healthy and promises a large average yield per acre, but as the area seeded is below the average acreage the total yield will not equal a full average for the state. No material damage has been reported during the past month, although the Hessian fly is reported as being prevalent in a few counties, and some of the fields on the lowlands have been flooded by heavy rains, but the damage cannot be accurately estimated at this time. Work on the corn ground has been retarded by the heavy rains, and there are still many fields to be planted. Much of the seed planted early rotted in the ground, and many fields will have to be replanted. Grub worms are also doing considerable damage.

NORTH DAKOTA.—Bisbee: The outlook for a good crop is very favorable. The weather is fine and the ground in excellent condition. The crops are all in with the exception of about 10 per cent.

OHIO.—Sunbury: The prospect for cent of the flax, but with fine weather it will take only a few days more to wheat and oats is exceedingly good, and the prospect for corn is exceedingly poor.—Toledo: The crop conditions could not be better. The Lord never gave us better conditions. In fact, they are perfect.—Shelby: The wheat acreage here is about the usual amount. The conditions are exceptionally good and will probably go 25 bus. per acre. Oats

are in very good shape, but corn is too wet in some sections.—Toledo: Corn and oats are doing well, and while there has been too much rainfall, I don't think there is occasion for any alarm. However, there is considerable replanting being done, and this makes the time for the maturing of the crop rather short.

UNIOPOLIS: Wheat in this vicinity is now being put out with prospects of a fair yield, although only about 2-3 of the usual acreage sown. Oats are looking well with a large acreage. Corn planting was mostly late; a large share of it just thru the ground now. Have had too much rain and need warmer weather.

URBANA: Growing wheat looks fine. Acreage not over 60 per cent. Oats never looked better, which promises even a larger crop than last year, which was the bumper crop in this territory. Corn is backward on account of too much rain; about 15 to 20 per cent not yet planted. Need warm, dry weather to bring it up to the average.

WABASH: Wheat is well headed out, the best stand ever known in this part of the state. Some complaint of smut, but not general. The early sown oats are looking fine; later not so good. Corn rather backward for the time of year. Grass on new meadows good; old meadows thin and short; some hurt by late frost on low ground.—Lodi: We do not think the wheat was ever better in our section, as there are no poor fields at all nor poor spots in the fields. The old wheat is practically all in, and the farmers are feeding their oats. The oats were put in in sort of a "bummy" condition, wet and afterward baked over and we do not think that under favorable weather it could make over half a crop. Corn was put in early. Some of the corn that was put in before the wet spell the farmers are digging up, and replanting where any are missing; as much as 2-3 or 1/2. There is a lot yet to be planted. The corn on the whole, has a very poor start and cannot make a good crop. The hay will be mostly mixed and lots of new seedlings seem to show all clover. What the second cut will be no one knows.—Columbus: The Ohio State Board of Agriculture reports the condition of wheat as 93; winter barley, 87; spring barley, 91; oats, 81; corn, 78. Wheat is steadily improved since the opening of spring, each month's estimate showing a gain of a few points. On April 1 the condition reported was 84 per cent. On May 1 its condition was estimated at 90 per cent, and its present condition is estimated at 93 per cent of a full crop for the state. The plant is now strong and healthy and promises a large average yield per acre, but as the area seeded is below the average acreage the total yield will not equal a full average for the state. No material damage has been reported during the past month, although the Hessian fly is reported as being prevalent in a few counties, and some of the fields on the lowlands have been flooded by heavy rains, but the damage cannot be accurately estimated at this time. Work on the corn ground has been retarded by the heavy rains, and there are still many fields to be planted. Much of the seed planted early rotted in the ground, and many fields will have to be replanted. Grub worms are also doing considerable damage.

OKLAHOMA.—Kingfisher: The crops have improved greatly in the last 10 days. Will have half average crop of wheat.—Hitchcock: The acreage in this county is about 1-3 greater than last year. The quality promises to be good, but yield will not be over 10 bus. per acre on an average. Farmers report that Hessian fly is doing a good deal of damage. Harvest of soft wheat begins this week and that of hard wheat will begin about June 12.

PENNSYLVANIA.—Gettysburg: The wheat in some sections of our country is very poor, and I have heard some farmers say that a great deal of rye was ruined by the frost this spring. In regard to corn, a good many farmers are not thru plowing, and about half of what corn is planted did not come up. We have been having a long dry spell, but the other day we had a good rain which freshened up things a little.—Nottingham: The outlook for a crop of wheat was never better and unless something unforeseen occurs we will have a fine crop. The weather at this time is too dry and cool for corn and oats and also for the growing grass for hay.—Juniata Mills: The wheat looks

very good at present, and I think it will yield at least 90 per cent. The oats and corn need rain very badly. Only about 5 per cent of last year's crop is yet in the farmers' hands.

SOUTH DAKOTA.—Clear Lake: From 10 to 20 per cent increase in wheat acreage.—Sherman: All kinds of grain are looking very fine and a large crop is anticipated.—Groton: Crops are looking well in this vicinity and the acreage and proportion of the different cereals will not vary much from a year ago. Wheat is a little later than usual, probably about as far along as at this time last year. Have plenty of moisture and the weather has turned very warm in the past week, which will stimulate rapid growth.

TEXAS.—Hillsboro: The crop is not considered to be as good as last year; won't have as much wheat or oats.—Walnut Springs: Wheat crop not good; about all harvested. Oat crop will be cut this week. Weather fine for harvesting. Threshing will begin next week.—Sherman: Expect 20 or 30 per cent crop; have never seen a better crop of oats than there is this year in northern Texas. The acreage was increased some both in wheat and oats. Oats are fine. Wheat in the northern section will not make over 10 to 12 bus. to the acre.—Wichita Falls: About half a crop of wheat and oats; expect 20 or 30 per cent of the wheat crop of 1903. The crop in the Panhandle is probably as large in bushels as during the last 2 years. Think it will average 10 bus. to the acre. Have a large oat crop for that part of the country.—Gainesville: The smooth head wheat will not make 5 bus. to the acre, because the army worm is in it. There is also a little worm in the head of the wheat, and I believe it is the Hessian fly. Our county this year will average 8 to 9 bus. of wheat to the acre. I estimate the crop of the state at 9,000,000.—Plano: Acreage increased this year 10 per cent over last year. Think the yield will be about 12 bus. to the acre. Quality poor. Estimate the wheat crop of Texas at 12,000,000 bus. Corn crop, on the high ground, is as fine as I ever saw. Acreage has been reduced about 25 per cent, and when the deterioration on the low ground is taken into consideration, perhaps 33 1-3 per cent.—Pilot Point: Figure on about 3 to 15 bus. to the acre. Think in the past week the prospects have risen about 50 per cent in the way of wheat. Oat crop is magnificent; do not think we have had such a crop in 4 or 5 years. Corn is looking fine; well advanced, and of good growth. A drought would kill it. Think the yield of wheat acreage is about 15 per cent greater than last year. Some farmers claim that their wheat turned sour in the fields, that is the berries were sour.—Dallas: The writer has just returned from a 2,000-mile trip over the grain belt of Texas and the 2 territories. It is very evident that the yield of wheat per acre will be materially reduced and, in many portions of the territory, the wheat is very badly damaged by excessive moisture, and rust has taken some of the fields, while in others the excessive rainfall has literally drowned the wheat out. However, in some sections there have most excellent prospects for a heavy harvest, notably in the panhandle of Texas, where there has not been excessive rainfall, but sufficient to make a good stand of grain. Oats are in the best condition they have been in years and will make a very heavy yield per acre. Corn is in good shape throughout the state, with the exception that the fields are full of weeds, as the farmers have been unable to get at the weeds in the fields on account of the very wet condition of the ground. In the rice belt the grain is very backward and the acreage has been reduced very heavily, amounting in some instances to as much as forty per cent from last season. This is accounted for from the fact that the growers did not receive fair treatment from the mills, who are the buyers of rice. The mills absorbing in the shape of charges for insurance, milling, storage, etc., nearly the total price of the grain, and the growers received practically nothing for their grain.

VIRGINIA.—Danville: Our wheat crop is looking well; heads are a little short but recent rains will fill them, and no doubt we will have a full average crop in southern Virginia.

Annual Meeting of Texas Dealers

The seventh annual meeting of the Texas Grain Dealers Assn. was held in the City Hall, Ft. Worth, June 6-7.

The opening session, with 107 present, was called to order by Pres. Keel, who introduced Rev. H. H. Hamill, who led in prayer.

Mayor Powell extended a hearty welcome to the dealers, and invited the dealers to make Ft. Worth their headquarters on account of its advantages as a grain center.

Hon. B. B. Paddock extended a welcome in behalf of the Board of Trade and business men of Ft. Worth, and predicted with the opening of the isthmian canal Ft. Worth would become the Minneapolis of the Southwest. He also invited the Assn. to make Ft. Worth its headquarters. His cordial manner and happy expressions evoked a feeling of good fellowship and enthusiasm.

Pres. J. Z. Keel responded to the addresses of welcome in his usual happy vein.

Local telegraph managers extended the hand of welcome by offering to help the dealers in every way possible.

Pres. Keel read the following annual address:

President's Address.

As your president for the last year it becomes my duty to make a report of my stewardship, also of the manner in which the Executive Committee, of which your president is a member, have performed the duties incumbent upon them. I take pleasure in announcing to you that whatever work undertaken, has been done with the entire approval and concurrence of the board. We will consider the subject of quarantine restrictions against Texas oats in the southeastern states, and also of other Texas products, which was the most serious proposition before us during the past year.

The destructions wrought by the boll weevil itself were enough for us, but we were to be further menaced by the prohibitory laws enacted by the Southeastern states against the shipment of our grain and hay. Your committee deemed it appropriate, and not only so, but highly necessary to have these restrictions removed. We saw no way open for the accomplishment of this other than to send some of our members among those people and show them the fallacy of their quarantine restrictions. We demonstrated to them, and I think successfully, that the prohibitory laws which they had enacted against Texas grain, could not and would not prohibit the introduction of the boll weevil into those states.

Your president, in company with Messrs. C. F. Gribble and W. O. Brackett, attended the Southern Cotton Convention at Shreveport. We attempted to show that convention that their efforts to ward off the boll weevil by prohibiting the introduction of our grain would prove futile. That night we had the pleasure of meeting the Governor of Louisiana, in company with the state entomologist and the quarantine board. They gave us much attention in our plea for the raising of the quarantine. In a few days we had the pleasure of receiving a telegram from our Mr. Gribble that the quarantine had been raised in the state of Louisiana. Permit me to say, gentlemen, in this connection that much of our success before that board was due to the efforts of Dr. Hunter, U. S. Government, in charge in our state. Too much praise cannot be given by gentlemen of this association and I may say, by all men who are interested in the prosperity of our own state, for the able and logical way he handled this question before that board.

But there were other fields to conquer. We must convince other states of the

fallacy of the quarantine restrictions. The state of Georgia was our next target, and we found in that field more difficulty than we had experienced in Louisiana, as the matter of quarantine was in the hands of the legislature. Our Executive Committee sent Messrs. Gribble, Belew and Secretary Dorsey. The legislature was not in session, but they organized the grain men and thoroughly aroused them to the necessity of some action. They met the Governor, Commissioner of Agriculture and state Entomologist, who agreed with them that the quarantine which they had inaugurated was not prohibitory of boll weevil in immigration. We think through our efforts we have broken the backbone of the quarantine restrictions in the Southeast.

I deem it appropriate here to give briefly the reasons why we are so much interested in the removal of these restrictions in the Southeast. These reasons are patent to every grain dealer, but reasoning from my own observations, I have come to the conclusion that many do not understand it. Few states in the union excel the state of Texas in the production of oats, and none equal her in the production of Red Rust Proof Oats. The quality and the yield far exceed that of other states. The Southeast finds no other oats as fitting for seed as the Texas Red Rust Proof oats; hence, when we began to raise more oats than we can consume, we found there a ready market. In fact, the demand for seed oats in that direction have been so great, that the oat crop of Texas has become more remunerative than any other crop our farmers raise. If we are shut out from that market, with an average oat crop, which from present indications we will have this year, they would not be worth nor could a dealer pay more than 15c per bu. for them, with the present conditions in the Kansas City and Chicago markets. The fact is, after home consumers have been supplied, we would be completely at the mercy of the Northern markets. So you see the work which we have to some extent accomplished, will be of the greatest interest to the farmers of our state; although our ass'n has given much time and money. We indulge the hope that our farmer friends will see what we are trying to do, and assist us in every way.

In regard to legislation, both state and national: We have tried to watch very carefully the proceedings, but have in no way by word of mouth suggested or condemned any legislation with which our ass'n as a body were not in full accord. I have had several letters from Mr. Bacon, chairman of the committee on Interstate Commerce, and I have attempted to give him some information for which he asked, and which I think in time will prove beneficial to the shipping interest.

We have upon several occasions written the commission that the Grain Dealers Ass'n of Texas were heartily in accord with the movement inaugurated by our President, to increase the power of the Interstate Commerce Commission. We know that many of you are in harmony with this movement. We are of the opinion that our legislature has made some mistakes—all do that. While we were congratulating ourselves on the probability of a pure food law, we are sorry to say we got more than we anticipated: The bill went too far. We are not in sympathy with any legislation that places a tariff upon honesty as a means to cure dishonesty. This as well as some other subjects we hope you will discuss thoroughly during this convention.

While we look with pride upon the work of our Railroad Commission, the necessity of it and the efficient work it has done. It has commended itself not only to the people of Texas, but to other states as well. The north-eastern states have sent representatives here to "catch on," if you will permit the expression, to the manner in which we handle the subject of transportation.

Gentlemen, in conclusion, permit me to say that in whatever I have done as your president, I have at all times had the hearty co-operation of the executive committee, and I thank them, as well

as many of the members of the Ass'n, for the many suggestions they have given me. The Ass'n comes to this convention with the largest membership it has had since the organization.

The arbitration committee has done excellent work, and I do not think the Ass'n has had a better one.

As your president, I have always acted to the best interest of the ass'n as far as I knew, and if I have made any mistakes it was of the head and not of the heart.

I cannot conclude without speaking of the much needed assistance I have received from our secretary at all times. He has been faithful and ever on the alert at all times for anything that might arise for the good of the ass'n.

Secy. Dorsey read his Annual Report, showing the membership to be larger than ever before:

Secretary's Report.

In my last annual report we had 142 members. New members admitted since that report, 34; total, 176. Resigned since last report, 14. Suspended for non-payment of dues, 3. Expelled for failing and refusing to arbitrate, 1. Transferred to honorary membership, 1. Total, 19, leaving a net membership of this date, 157, which is the largest membership yet reported at an annual meeting. The resignations are less than during any former year, and suspensions and expulsions are also smaller than ever before. I believe in every case with one exception parties resigning have retired from the grain business, and not on account of any grievance.

RECEIPTS: Cash on hand May 18th, 1904, as per annual report, \$429.45; membership fees this year, \$360.00; from dues this year, \$1,756.00; from Dep. in Arbitration cases, \$240.00; from Ad. in membership list, \$30.00; from defunct Citizens N. Bnk., McGregor, on checks held on said bank, \$7.84; from S. L. Erwin on contribution to occupation tax fund, \$4.80; from Assessments, \$69.00; total, \$2,897.89.

DISBURSEMENTS. Refund Dep. fees in Arb. Cases, \$150.80; expense Arbitration Committee, \$94.95; printing & stationery, supplies, etc., \$108.62; refund on membership fees, \$20.00; refund on dues, \$3.00; dues to Grain Dealers Ntl. Association, \$136.00; express charges, \$4.95; postage, \$190.00; long distance phone bills, \$101.35; incidental expenses, \$7.80; allowance made Geo. McCall, Assn. Atty., \$25.00; allowance made G. J. Gibbs, postage & office exp., \$25.00; contribution or subscription to occupation tax fund, \$50.00; contribution or subscription to Inter-State Commerce Comm. Convention, \$75.00; expense boll weevil Comm. to Shreveport, La., \$73.20; expense boll weevil Comm. to Southeast, \$195.75; traveling expenses officers and committee men other than above, \$372.42; Secretary salary, \$1,200.00; defunct Citizens Ntl. Bnk., McGregor, \$8.00; total, \$2,846.82; balance on hand, \$51.07.

You are doubtless aware that the Executive Committee and officers of your Ass'n have been ever watchful of your interest, and have taken every step which they deem necessary for protection and welfare of your interest.

You will pardon me for again suggesting a slight amendment to our arbitration rules. The correspondence of the office of the Secretary will show that unless litigants, who are not members of our Ass'n, have right to appeal something similar to our courts, they are unwilling to go into arbitration, and I feel sure if we should amend our Constitution and By-Laws so that anyone could unconditionally appeal from decision of our Arbitration Committee, in cases involving considerable amounts, with the safeguard of the requirement that such party be required to deposit, in cash or certified check, the amount of the award rendered against, which would prevent appealing for a time to avoid payment of the award, and would also remove possibility of loss to the winner of the case, before the Committee, I feel sure this would redound good to the Ass'n.

Secy.-Treas. Dorsey read the report of the Executive Committee on the condition of the books and records of the Assn., showing same to be correct.

W. O. Brackett reported as follows for the Comite on Arbitration:

Julius Jockusch, who was slated for a paper on "Should the Powers of the Interstate Commerce Commission be Enlarged?" was in San Antonio, entwining himself in the matrimonial knot.

J. C. Hunt made the following motion, which was seconded and carried: That the Pres. of this Assn. appoint a comite of three members for the purpose of investigating the conditions in Texas, and formulate a suitable plan by which we can have official inspection and weights, and that that this comite be instructed to report either at an adjourned meeting of the Assn. or Executive Comite, who, together with this comite, shall do whatever may be necessary to perfect an official system of weights and grades.

L. W. Belew read a paper on "Does the Quarantine in the Southeast against Texas Oats Protect That Section against the Boll Weevil?" From it we take the following:

Does Quarantine Protect Against Boll Weevil?

Not many years ago the thrifty cotton grower in the Southern portion of the State began to suffer from the ravages of a small bug, which destroyed the tender cotton bolls. This small bug comes from our sister republic, Mexico; therefore the name—Mexican Boll Weevil. The news of this calamity was an ever-abiding menace to the cotton growers throughout the confines of Texas.

The farmers in North Texas would talk of this pest with bated breath, and sigh sorrowfully. You could almost see their land decrease 50 per cent in value the next year, when they expected the appearance of this bug. The bug came all right, notwithstanding the Guatemalan Ant had been destroying the weevil in South Texas millions per second. What did the weevil do? We are unable to say; but we do know that the greatest crop of cotton ever known was raised in 1904-5. The State of Louisiana pest Commission passed quarantine rules against the shipping into that State from Texas many of our products, and other materials, especially Texas oats. Then comes the Carolinas, Georgia, Mississippi, Florida, all passing quarantine regulations against Texas oats, and many other products of Texas.

Our aim is not to show the damage such a law works upon Texas; but to establish the fact that such quarantine regulations do not protect that section. In the first place, it would be near an utter impossibility to transport boll weevils in oats to the Southeast. The boll weevil does not inhabit grain fields nor grain of any kind, such is found to be contrary to their natural tendency. The best evidence that this is true is that so far as we have learned there is no boll weevil in Ga., S. C., Miss., or Ala.

While it is a fact that for several years Texas oats have been shipped from the boll weevil districts of Texas to these Southeastern States, it stands to sound reason that if weevil could be conveyed in oats they would have some of them.

Mr. W. D. Hunter, U. S. Entomologist, who is the very best authority upon this subject, is of the opinion that this

pest does not require transportation to move from one section to another, but they can fly. I wish here to quote Mr. Hunter's letter to our Mr. Dorsey:

"The Department does not consider that there is any appreciable danger in the shipment of wheat, oats and some other products at any time of the year. This statement is the result of careful examination of a great number of actual shipments, as well as the careful investigation of many points that have become infested by the boll weevil in Louisiana and elsewhere.

"During the past season practically every new locality infested by the boll weevil in Louisiana was examined by the agents of the bureau. In not a single case was it found that hay, wheat or oats could be considered as having been instrumental in carrying the pest. The principal means whereby the weevil reaches new regions is flight."

In the second place, take for granted that boll weevil could be transported in oats, the quarantine regulations would not be operative unless they would quarantine against every State, which has no quarantine regulations; our Texas oats may be shipped to Memphis, Kansas City, and there lose their identity, and there be rebilled to points in the Southeast with impunity.

All thinking people in the Southeast acknowledge the futility of such regulations, and invite a repeal of such laws and rules.

C. F. Gribble reported for the Special Comite on the Quarantine of Texas oats to the S.-E. He expressed appreciation for the courteous treatment the comite received from the railroads and others in their trip to the S.-E.



C. F. Gribble.
Eugene Early.

C. P. Shearn.
J. Z. Keel.

W. W. Andrews.
Hugh B. Dorsey.

W. O. Brackett.
L. G. Belew.

J. V. Neuhaus read a paper on Should our Constitution and By-Laws be changed; if so, in what respect? From it we take the following:

Changes Suggested by Mr. Neuhaus.

After reading a copy of the Constitution and By-Laws of the Association, I find that I have but few suggestions to offer:

According to Art. IX, Sec. 2, of Arbitration; Members are required to deposit \$5.00, and non-members are required to deposit \$10.00, with the Ass'n to cover the expense of arbitration in case of a decision against them. We require double the amount from a non-member that we do of a member. Personally, I consider this equitable, inasmuch as members bear the additional expense of keeping up the Ass'n, but I do not believe that non-members will look at it in the same light. The non-members are not only likely to think that it is an advantage, the ass'n is allotting itself, but it may also impress them that the same spirit which actuates this unequal charge permeates the entire ass'n, including the arbitration committee, and that the chances of an award in favor of a non-member would be on about the same basis as the charge—two to one against them.

In my humble opinion this ass'n cannot afford to take the chance of creating any impressions of the kind among the grain trade, and I would respectfully suggest that the charge be made the same to non-members as to members; regardless as to whether or not this change would require an increase in the charge made to members.

Art. IX, Sec. 10, reads as follows: In all findings by the Arbitration Comite involving disputes exceeding \$25.00, where one arbitrator may dissent from the finding of the comite, the loser shall have the right of appeal to the Executive Comite, on deposit of an additional arbitration fee, and shall be required to deposit with Sec'y-Treas. cash, or certified check, for the amount of the award of the Arbitration Comite, conditioned that he will abide by the decision of a majority of the Executive Comite, which decision shall be final. I believe it would be well to leave out the words "where one arbitrator may dissent from the finding of the comite," thus making the right to appeal to the Executive Comite unconditional, save the deposit of amount of the award and the additional arbitration fee.

I believe it would be well to add another section to your rules governing arbitration, granting the Arbitration Committee the right to reopen or rehear a case within, say 15 days, after rendering their first decision, when, in the opinion of said committee, sufficient reasons are given for such rehearing.

Section 6 of your By Laws, I believe, has not been enforced, owing to the legality of same, and I would advise cancellation of same.

Changes Suggested by Mr. Hughes.

That last clause Sec. 1, Art. 2, be changed to read as follows: "The Arbitration Committee shall consist of three members, of which the Sec'y of this Ass'n shall be Chairman. The other two members of this Committee shall be appointed by the President of this Ass'n, and shall be men well acquainted with the grain business, its customs and usages, and with laws governing same, but not actively engaged in the grain business."

That we add to Sec. 3, Art. 3, the following with reference to duties of the Sec'y-Treas: "And shall act as Chairman of the Arbitration Committee."

That Sec. 10 of Art. IX be changed to read as follows: "Appeals may be taken from all decisions of the Arbitration Committee to the Executive Committee; provided the party making the appeal be required to deposit with the Sec'y-Treas. a certified check or satisfactory bond for amount of award against him or them, and an additional deposit fee of five dollars; Appeals to pay all fees, costs and awards, by said Executive Committee. Their decisions being final in all cases involving not over twenty-five dollars."

J. A. Stephenson moved that a comite be appointed to make any revision needed in the Constitution and By-Laws.

The motion carried, and the following comite appointed: J. A. Stephenson, J. V. Neuhaus, J. P. Harrison.

The Pres. appointed the following comite to look after legislation relating to the marking of bags: Eugene Early, C. P. Shearn, L. G. Belew, G. C. Mountcastle, F. M. Rogers.

Comite on Resolutions: E. H. Crenshaw, Bert K. Smith, H. B. Pitts.

E. R. Kolp: I move that the Secy. be instructed to print 5,000 copies, or as many as necessary, of the letters from Mr. Dorsey to Prof. Hunter and Mr. Hunter's reply, and to supply them to the members of this Assn., to be sent to their correspondents in the Southeast.

Upon suggestion of Mr. Mugg it was decided that each member order the number of copies of these letters from the Secy. as needed.

Tuesday Afternoon Session.

Vice-Pres. Early called the meeting to order.

K. F. Dazey read a paper on How Shall the Middle Man protect himself in case of Shortage in Weights? From it we take the following:

How Shall Middleman Protect Himself?

I certainly do not feel equal to the task of saving the middleman, or of even pointing him to the narrow but rugged path that leads to fortune. Really, the middle man seems to be located about midway between his Satanic Majesty and a large body of deep blue water.

The middle man buys from one party and sells to another, and more often than otherwise, under the present system, never sees the grain he buys and sells. Under this system of handling grain differences must occur. As a general rule, and almost without exception, the middle man's customer at final destination must be settled with on a basis of his own weights and grades, or the middleman loses a customer. On the other hand, the middleman's shipper must not only feel that he has not been robbed, but must also feel that he has been treated fairly, else he will avoid this same middleman in the future, or at least, protest against his shipments going a second time to parties whom he feels have not treated him fairly.

Inasmuch as the reclamation on account of off-grade and short weight on many shipments exceed the middleman's profit, he cannot be too explicit and careful in having a thoro understanding with the parties from whom he buys, that destination weight and grade must govern in making final settlement. His margin of profit is too small to justify him in working on any other basis. As a precaution shippers should be urged to exercise the greatest care to furnish correct and not estimated weights, and at the same time to see that all cars are in strictly first-class condition before being loaded, and have same well coopered and properly sealed.

It is not enough that the middleman is able to settle with his shipper on a basis of destination weight and grade for he owes every whit as much to him as he does to the parties to whom he sells, and for this reason, as well as for the sake of what is right, he should adopt some plan of requesting all customers at final destination, to examine carefully the condition of all cars before unloading, and also after unloading, and if any evidence of leakage is found, have Railroad Agent inspect such cars and make notation accordingly. He should then furnish his shippers with all the documents and information that will be needed to make good a claim against the RR for the loss.

The middleman, or, in fact, any original shipper, who has his own elevator through which all his grain passes is to be congratulated if he has the confidence in his own weights, that will give him the courage to offer and insist on selling on his own weights and grades.

When will we reach the point when some system of reliable Official weights and grades can be had at central points on Texas Grain?

Secy. Dorsey read E. W. Crouch's paper on the same subject. From it we take the following:

Favors Official Weights and Grades.

Whatever we do, should be done in conjunction with the millers of the state. This question is of vital interest to both grain dealer and miller, and the millers have shown their willingness to co-operate with us by appointing at their last meeting a committee to consult with us on this subject. The Oklahoma, Indian T., and Kansas grain dealers and millers will be glad to work with us. In fact, Okla. has already arranged to locate an inspector and weigher at Fort Worth. It is a plain business proposition in which all are interested. If we weigh a certain amount and grade of stuff into a car we want the same amount and grade weighed out at destination, or know the reason why. All know that to accomplish this an official weight and grade system is necessary.

Grain shipments that affect Texas naturally divide themselves into three classes. (1). Shipments from other states into Texas. (2). Shipments from Texas into other states. (3). Shipments from one Texas point to another Texas point.

To establish an official weight and grade system for grain coming into Texas is not difficult. The Southwestern Tariff Committee, by basing freight rates on a few of our gateway cities with Fort Worth and Dallas added, have simplified this matter very much. Practically all the grain shipped into Texas passes through Texarkana, Paris, Denison and Gainesville. Fort Worth and Dallas forming the concentrating points. Locate official weighers and inspectors at these points and we have reached most of this class of shipments.

In doing this we have partially solved the out shipments. By adding to the above list of cities, El Paso, San Antonio, Galveston, Orange and Shreveport, we can officially weigh and grade practically every car of grain that goes out of this state.

However, the third class of shipments, those between Texas points present the most difficult problem. By adding to the above list of cities Waco, Houston, Beaumont, Greenville, Tyler, Jacksonville, Palestine, Navesota and Temple we will have a system that will cover about nine-tenths of this class of shipments. As most of the shipments will pass through one of these junction points. On all shipments not passing through these points we should demand that every draft have attached sworn weight certificate, the sworn certificate stating that scales were thoroly tested and found correct before and after weighing contents of the car. This certificate should also state the condition of the car and whether the car was properly coopered or not. Any claim should be accompanied by like certificates. This may cause some inconvenience, but not nearly so much as the present system.

I do not expect that this entire system shall be put into effect at once, but we should make a start now. If we inaugurate the system in only one city in Texas, we are making a start.

Now, gentlemen we must have protection and we are going to be forced into an official weight and grade system in Texas in a few years. If we do not, someone else will. It will be either grain dealer and miller supervision or political supervision. The lack of anything official in our present system is putting us in a bad light with the railroads. Our reckless weight and grade system is a source of much trouble to them. If our railroads are to be regulated, we must either regulate ourselves or they will have us regulated.

Crop reports given by those in attendance appear in condensed form in our Crop Report column.

Secy. Dorsey: I regret that on account of the death of the Gen'l Manager of the street car lines, the gentleman with whom we made arrangements for the trolley

ride is out of town, but the cars will be at Hotel Worth at 6:30.

A paper was read by B. C. Clement, Waco, on What effect will recent Legislation, and especially the McKamy bill, have on the milling and grain interests of Texas? In whose Interest Enacted? From it we take the following:

The McKamy Tax on Feedstuffs.

Fortified with Emperor Early's promise if I would anathematize the McKamy bill, he would furnish the necessary expletives, I resolved to endeavor to show myself as near capable of the one as he is notorious for the other. Turning over in my mind the McKamy bill from every viewpoint, I have marveled at the monumental incapacity that conceived it, the audacious courage that brought it forth, the carelessness, stupidity or culpability of the Legislature that enacted it into law. Therefore, I have concluded were I the master of invective that Mr. Early is of imprecation and we both employed our best efforts in this behalf, we would fall far short of doing the subject justice.

We must consider the McKamy bill as it pertains to the protection of the interests of the public, the demand or necessity for it, the object which it seeks to attain, the purpose for which it was enacted, and the effect upon the interests involved. We already had a law sufficiently comprehensive, if enforced, to protect almost every interest. There was also another law, which, as I understand, had the encouragement and support of the Texas Millers' Ass'n, which supplied the defects of the old law, presented to the legislature and passed. Then comes the Senator whose name the bill bears with a new law, including identically the provisions of the wise laws already enacted, but embracing all the pernicious features that could be thought of.

Take section 1, embracing among its multitudinous requirements that of a chemical analysis, and this analysis must show certain percentages of the constituent elements of each product, otherwise you are a violator of the law. We must send samples of all our products to a Laboratory for analysis, at three dollars per sample. We must print this analysis with about half a

dozen other chapters of biography upon each sack or we violate the law. The provisions of this section place upon the manufacturer immediately, the consumer ultimately, the burden of unnecessary expense; it destroys the sack, as in ninety-nine cases out of a hundred it will not find its way back to the original user for its original purpose. It cannot be used except for its original purpose without violating the law.

Section 3 includes in its definitions of concentrated feedstuffs all the staple pure mill products used for feeding purposes. The character, quality and elements of these products are so well known to every man that an analysis would come nearer confusing than enlightening. My experience has been that a customer wants to know what's in a sack rather than what's on it. Who will gainsay the proposition that a look at the contents of a sack will not prove more satisfactory to a purchaser than reading an analysis? A chemist would appreciate, but a farmer would execrate it. Seeing the inequity, the unreasonableness and the consequent injustice in such requirements and obligations as are imposed by sections one and three we are not surprised that after saddling a free horse they proceed to ride him to death as is evidenced by section 5.

We ask ourselves is this a criminal law or a measure of taxation? That it is revenue producing no one will gainsay. That it is a revenue producer you will understand when I tell you that my investigation shows that on wheat bran, rice and corn products alone the compliance with this law will yield at least two hundred thousand dollars revenue annually. That the revenue is to be paid into the State Treasury the bill expressly requires. That the whole amount may be squandered by the Director of the Texas Agricultural Experiment Station is made possible, he having discretionary power, along certain lines, in its expenditure.

As we already have on our statute books laws which adequately safeguard the public interests in the weighing, marking and adulteration of feed products by the mills, and certain sections of this bill are cumulative along this line, the reasonable assumption is that this bill is a measure for raising revenue. The legislature has the power,

constitutionally, to tax our products and if this is only a measure of taxation why impose new and needless obligations upon us?

However, if the precedent of taxing the food the horse eats is established how long will it be before the food the human eats is not also taxed—when the size of a man's appetite will determine the expense to him of sustaining the government? If we have the one now the other may soon be expected to follow! If this law is not held to be unconstitutional because of inherent defect or speedily repealed at the behest of an indignant public, who will gainsay the intimation that we might early witness the time when the baker will be compelled to purchase a tax tag from the State for every loaf, the dairy for every pound of butter, the butcher for every cut of steak, and the poultryman for every egg?

In order more fully to appreciate the iniquitous features of this law I call your attention to section 9, which provides for the annual inspection of the products manufactured by the mills. What possible good could this requirement accomplish? How would this protect the public? What proportion the stuff actually inspected would bear to the thousands of tons of stuff marketed, sold or exchanged, and finally consumed without inspection? The expense is entailed, but no practical good is accomplished. This is the place making clause. If it is denied that the bill is designed as a revenue measure it cannot be disputed that it is a recipe for political pie. Shall the people of this state be taxed that more positions may be provided for the place hunters? The compliance with this law means the widening of the difference in the cost to the consumer in city and town whole grain, and consequent curtailment of sales. It means the increased cost to the consumer in city and town who always buys his feed; and to the farmer when his crop fails, as is so frequently the case in Texas, who then is least able to pay it.

We see this bill in its operation imposing needless obligations upon us, assessing a burden of excessive taxation against our customers, destroying property, hampering trade, doing its work of evil everywhere. It is imperfect in its construction, iniquitous in its design, unreasonable in its requirements.



Some of the Dealers at the Fort Worth Meeting of the Texas Ass'n, June 6-7.

It is clearly a measure of taxation and its method of enactment, originating as it did in the Senate, contravenes the express provision of the State Constitution,—article 3, section 33, which says that all bills for raising revenue shall originate in the house of representatives.

There are various other reasons why this law should be annulled but in detaining you further I desire to digress for the purpose of suggesting that a committee of three be appointed for the purpose of soliciting funds from the interested members of this association, and those of various other interests involved for the purpose of defraying the expenses of a test case; that this committee be empowered to employ an attorney, or attorneys, if they deem necessary; that they arrange for a violation of the law immediately upon its going into effect, said committee to give the case their attention looking to an early adjudication of same in order that relief may be obtained if possible through a court decree.

J. Z. Keel: I make a motion that that paper be printed by the assn. and that this assn. have a copy sent to every member of the state Legislature. I want to say in compliment to the young man who wrote that paper that he has more brains than three-fourths of the men who voted for that bill. I will add to the motion that we tender a vote of thanks to Mr. Clements for the paper and that a comite be appointed to carry out the sentiments expressed and make a test case.

Motion seconded and carried.

The motion was amended to have a comite of 3 appointed from the assn. to meet with the Millers Assn. and let them devise some way whereby we can violate this law or have it repealed by the Legislature.

The following comite was appointed by Chairman Early: B. C. Clement, H. B. Dorsey and J. Z. Keel.

A motion to have the comite confer with a comite from the Millers Assn. before any subscriptions are made was carried.

Adjourned to 9 o'clock Wednesday.

The Trolley Ride.

After the adjournment of the afternoon session three special trolley cars were boarded by the dealers and their wives. A two-hour ride to the outskirts of the city and about the business district was thoroughly enjoyed, and after being refreshed by the cool evening breezes the party returned in time to keep the hotel dining room open three-quarters of an hour overtime.

Wednesday Morning.

Pres. Keel called the Wednesday morning session of the meeting to order, and called for the report of the Comite on Constitution and By-Laws, which recommended the following changes in the by-laws:

That Section 10 of Article 9 be amended so that in suits exceeding more than \$25 either party shall have the right of appeal to the Executive Comite on deposit of an additional arbitration fee, and shall be required to deposit with the Secy.-Treas. a certified check for the amount of the award of the arbitration fee, and the decision of the majority of the Executive Comite shall be final.

Article 9, Section 12: The Arbitration Comite may reopen any case within 15 days after it has rendered the first decision, when in the opinion of the Arbitration Comite sufficient reasons are given for such reopening.

The motion to amend Section 10 of Article 9 was adopted by a vote of 40 to 20.

The motion to amend Article 9, Section 12, was also carried.

The following resolution was presented by E. H. Crenshaw and carried after a heated discussion, in which an amendment to same declaring in favor of recognizing Ft. Worth as the regular annual meeting place, postponing the question of moving the Secy.'s office until the next annual meeting was declared out of order.

WHEREAS, Ft. Worth is the recognized railway center of the Southwest, and the roads converging here traverse the grain fields of Texas and the Territories, and

WHEREAS, the Ft. Worth Board of Trade, by its influence and efforts, together with the aid and assistance of the local millers and grain dealers, has succeeded in securing facilities for the proper handling and grading of grain, and

WHEREAS, The Texas Millers Ass'n, which is identical in interest with the Texas Grain Dealers Ass'n, has selected Ft. Worth as its permanent headquarters, and

WHEREAS, the business of this Ass'n can be more readily and promptly transacted from this city than from any other place in the state; therefore, be it

Resolved, That Ft. Worth be selected and is hereby adopted as the home and permanent headquarters of this Ass'n.

J. A. Stephenson introduced the following resolution, which was adopted:

WHEREAS, the rapid development of the grain interests of Texas demands careful and consistent watching, together with careful work along all lines, and

WHEREAS, the Secy. of our Ass'n is the only proper person for such attention.

Resolved, that he be required to devote his entire time and attention to the execution of the business of this Ass'n.

G. C. Mountcastle: I move that Art. 2 of Sec. 1 be changed as follows: That the Secy.-Treas. shall receive for his services \$1,800 per annum, and shall give bond in such sum as the Executive Comite shall require.

Motion seconded and carried.

The election of officers resulted in the selection of Pres. J. Z. Keel, Gainesville; 1st V. P., Eugene Early, Waco; 2d V. P., G. C. Mountcastle, Ft. Worth; Secy.-Treas., H. B. Dorsey, Weatherford.

The following were elected to serve on the Executive Comite: J. C. Whaley, Gainesville; C. P. Shearn, Houston; C. F. Gribble, Sherman.

Resolutions were adopted tendering the thanks of the Assn. to the retiring officers for earnest service, to the citizen of Ft. Worth, the Board of Trade, the local grain dealers, and especially the ladies for their cordial welcome, generous entertainment and the interest manifested in the welfare of the Assn. and the pleasure and happiness of its members.

After the reading by the Secy. of a communication from the Pres. of the Grain Dealers Nat'l Assn., and upon motion of Mr. Mountcastle, the Assn. voted to withdraw from the National July 1, on the ground that no benefits had been derived from the money paid in for dues. The Secy. was instructed to so notify the Nat'l.

Geo. A. McCall was detained at home by the serious illness of his wife. A resolution of sympathy was adopted and the Secy. instructed to forward same to Mr. McCall.

After an urgent invitation had been made for all to go to the barbecue, the meeting adjourned.

The Barbecue.

After the meeting had adjourned, everyone, including the ladies, prepared to go to Handley, on the shores of Lake Erie, where a barbecue was in waiting.

Three large open cars left the city filled with a gay company at 1 o'clock, and soon arrived at Handley. Everything was in readiness and the members of the party seated themselves about tables under the trees. After disposing of considerable barbecued beef and mutton and sparkling beverages, all repaired to the pavilion. Here an hour or more was pleasantly spent in impromptu speeches and witty remarks. Pres. Paddock, of the Ft. Worth Board of Trade, officiating.

The Ladies.

The ladies of Ft. Worth entertained the wives and sweethearts of the visiting dealers.

From 3:30 to 5 Tuesday the ladies held a reception in the parlors of Hotel Worth. The business of the convention kept many of the gentlemen away, but those who attended the reception were delightfully entertained and refreshed with delicious punch served by the fairest, if any distinction can be made where all were so fair.

Wednesday morning the ladies were given a tallyho ride, in the course of which Quality Hill was visited.

The barbecue, attended by the ladies and gentlemen in a body, concluded the round of pleasure.

The visiting ladies included the following: Mesdames Keel, Gainesville; Keel, Lindsay; Shearn, Houston; Patterson, Gainesville; Reid, Venus; Dorsey, Weatherford; Houghes, Meridian; Rembert, Dallas; Shirley, Sanger; the Misses Houghes, of Meridian, and Rembert, of Dallas.

The Ft. Worth ladies who received and cared for the visiting ladies included the following: Mesdames Rall, Bewley, Kelso, Updike, Smith, Merrell, Straughn, Dazey, Moore, Medly, Homan and Stephenson, and the Misses Saunders, Malvin, Paddock, Edrington and Le Batte.

Convention Notes.

All of the Ft. Worth firms were well represented at the meeting.

The Territories were represented by A. E. McKeys and W. F. Miller, Chickasha; W. H. H. Keltner, Marietta; W. F. Warren, Ardmore; C. J. Wolaver, Ardmore, I. T.; C. F. Prouty, Secy. Okla. Ass'n, Kingfisher; G. A. Lyman, El Reno; Wm. Randels, Enid, and M. Scott, Hastings, O. T.

The Hinds & Lint Grn. Co., of Kansas City, was represented by Henry Bird.

The bag men in attendance were: A. Mayer, C. E. Shipp, A. Stahl and S. G. Spain.

The following railroad men were at the meeting: A. J. Chapman, J. R. Chisman, R. C. Cowardin, E. S. Morgan, L. C. Neffer, M. O'Connor, W. J. Tremaine, W. T. Rembert, A. H. Stevens.

To say that the visitors had a warm time is putting it mildly, but everyone had too good a time to think about the weather.

But for the coronation of "Emperor" Early, the Barbecue would have been the crowning feature of the occasion.

It is not always a sign that a young lady is in love when she attempts to cut

mutton with the dull edge of her knife at a barbecue.

As the motion to search for them was ruled out of order, perhaps "Uncle Jim" still has four aces up his sleeve.

The Secy. of the Okla. Assn. expressed the sentiments of all visitors when he said Ft. Worth had hospitality hung up on every highway and byway.

The following Texas dealers were in attendance: T. W. Anderson, Justin; W. O. Anderson, Vernon; L. G. Belew, Pilot Point; C. A. Bickley, Merit; R. L. Brown, Lavon; A. N. Brown, Hillsboro; J. E. Bishop, Houston; W. O. Brackett, Sherman; C. T. Burns, Cisco; J. M. Bell, Iowa Park; E. E. Carpenter, Farmersville; J. A. Cox, Bonham; E. H. Crenshaw, Hillsboro; B. C. Clement, Waco; J. E. Davis, Milford; R. L. Davidson, Lillian; W. S. Dement, Godley; R. W. Dillard, Midlothian; L. A. Pickson, Krum; E. B. Doggett, McKinney; Eugene Early, Waco; J. E. Ervine, Houston; J. V. Ferguson, Brownwood; C. F. Gribble, Sherman; G. J. Gibbs, Clifton; Mr. Hayes, Sr., and Ira C. Hayes, Crowley; Pascal Head, White-wright; B. V. Henson, Dallas; H. H. Haines, Gainesville; B. Hill, McKinney; W. H. Hobbs, Krum; L. L. Houghton, Plano; J. A. Hughes, Howe; Mr. Hughes-ton, Plano; J. D. Huffman, Rivostia; J. A. Huie, Brownwood; J. G. Jones, Wichita Falls; W. J. Jarvis, Hubbard City; M. L. Keel, Lindsay; Frank Kell, Clifton; Boone Kirk, Beaumont; J. E. Koonce and E. F. Lamb, Krum; J. D. Loftin, Hillsboro; R. Lupkin, San Antonio; J. D. McKay, Dallas; W. A. Mann, Penelope; W. W. Major, Midlothian; A. L. Mayhew, Cisco; C. C. Miles, Leonard; A. Moseley, Quanah; J. V. Neuhaus, Houston; A. Peterson, Clifton; J. Tom Pickard, Weatherford; H. B. Pitts, Marshall; J. B. Pondrom, Pilot Point; Jabe C. Reader, Houston; S. D. Reid, Venus; T. J. Rone, Saint Jo; S. W. Roper, Itasca; W. P. Rorex, Prosper; T. Shirley, Sanger; E. Schiff, Greenville; C. P. Shearn, Houston; J. T. Stark, Plano; B. K. Smith, Houston; E. M. Storey, Lockhart; C. R. Terry, Corsicana; W. H. Thurston, Nocona; W. D. Van Wagner, Houston; H. Waldo and D. Waldo, Collinsville; J. H. Wilson, Justin; J. C. Whaley, Gainesville; C. D. Whitley, Mart; J. C. Wiley, Emery; W. H. Wingo, Wills Point.

It is about time for the crop killer to report hot winds in the Dakotas.

Exporters and importers would greatly oblige our consul at Prague, capital of the Kingdom of Bohemia, by addressing to his consulate their latest catalog together with the following commercial information: Name of firm; street, city and cable address; codes used; export discounts and terms; languages of correspondence; references or commercial rating; nature of exports and imports; list of foreign branches and agents; supplementing this with complete information permitting immediate sales—thus getting rid of irritating epistolary angling. This will be filed gratis by firms and merchandises in the Commercial Intelligence Department of the Consulate of Prague, by the card and catalog system devised by our consul at this post. The Kingdom of Bohemia has a population of over 6,000,000, and that, in the very heart of Europe, and is practically virgin territory for American exporters.

Annual Meeting Chief Grain Inspectors Nat'l Assn.

The annual meeting of the Chief Grain Inspectors Nat'l Assn. was held at the Cataract Hotel, Niagara Falls, N. Y., June 2, 1905, but one session being necessary to complete the work of the association.

Those present were John O. Foering, President, Philadelphia, Pa.; Chas. McDonald, Jr., vice-Pres., Baltimore, Md.; John D. Shanahan, Secy.-Treas., Buffalo, N. Y.; Alfred Anderson, Peoria, Ill.; Seth Catlin, Boston, Mass.; Homer Chisman, Cincinnati, O.; W. S. Cowen, Chicago, Ill.; E. H. Culver, Toledo, O.; W. J. Duffy, Philadelphia, Pa.; E. R. Gardner, Memphis, Tenn.; V. L. Nigh, Cleveland, O.; W. L. Richeson, New Orleans, La.; G. H. K. White, New York, N. Y.; Samuel Smith, Chicago; Chas. Voegle, Cincinnati, O.

The meeting was called to order by President Foering, who gave a resume of his work in the interest of uniform inspection and grading of grain, and his negotiations with the seaboard markets for a uniform seaboard inspection, which, while not entirely satisfactory, brought out the fact that while all markets are interested in the subject, no one cares to take the initiative.

He showed, however, that New York, through the Produce Exchange, had adopted with some slight variations practically all the suggestions put forth by the Chief Grain Inspectors Nat'l Assn. in their rules for inspecting and grading grain, and that it seemed probable that Boston would soon follow suit.

Voluminous correspondence was read which went to show that all grain trade organizations in the commercial world are keenly interested in the subject of uniform inspection and grading of grain in the markets of the United States.

A vote of thanks was tendered Pres. Foering, on motion of Mr. Culver, for the very able and zealous manner in which he had worked and handled the matter during the past year.

The following resolution was carried unanimously:

Resolved, That the Chief Grain Inspectors Nat'l Assn., in convention assembled at Niagara Falls, N. Y., this second day of June, 1905, do hereby unanimously appeal to the members of the Grain Dealers Nat'l Assn., assembled at the same time and place, urgently to impress on the several grain trade organizations and Railroad and Warehouse Commissioners, who at this time control and direct the grading of grain in the several markets of the United States, to adopt a uniform phraseology for rules for grading all grains, whereby the grading of grain will be made more uniform and thereby prevent any excuse for placing the inspection of grain under control of the National Government, as has heretofore been proposed.

A discussion of the merits and grading of "Russian" wheat and "Golden Oats" was then taken up, and after due consideration the following rules were adopted and ordered added to those already adopted by this association. The secretary was directed to send copies of same to the inspection authorities in the different markets, suggesting them for adoption into their rules:

No. 1 Pacific Red Wheat shall be red

wheat of the variety known as "Russian"; sound, plump, dry and clean.

No. 2 Pacific Red Wheat shall be red wheat of the variety known as "Russian" that is not fit to grade No. 1, but must be sound, dry and reasonably clean.

No. 3 Pacific Red Wheat shall be red wheat of the variety known as Russian, not wet or in a heating condition that is unfit to grade No. 2.

No. 1 Pacific White Wheat shall be white wheat, sound, dry, plump and clean.

No. 2 Pacific White Wheat shall be white wheat not fit to grade No. 1, sound, dry and reasonably clean.

No. 3 Pacific White Wheat shall be white wheat not wet or in a heating condition that is unfit to grade No. 2.

Note.—The grades of Pacific Wheat are to include all red and white wheats as are grown in the Northwest or on the Pacific Slope, from either spring or winter seeding.

No. 1 Yellow Oats shall be pure yellow oats; dry, sound, plump and clean, and weigh not less than 32 pounds per measured bushel.

No. 2 Yellow Oats shall be such oats as contain more than 50 per cent yellow or golden oats, reasonably sound and reasonably clean, and weigh not less than 29 pounds per measured bushel.

No. 3 Yellow Oats shall be such oats as contain more than 50 per cent yellow or golden oats, reasonably sound and reasonably clean, and weigh not less than 26 pounds per measured bushel.

The grades of Pacific wheat are intended to take the place of the grades of "Western Wheat" now in force in Minnesota and some other markets, and to take care of the variety of wheat known as "Russian," it being the sense of the meeting that the term "Western" did not sufficiently typify the grain.

John O. Foering was re-elected President, Chas. McDonald, Jr., Vice-pres., and W. L. Richeson Secy.-Treas.

Mr. Shanahan was not a candidate for re-election.

A vote of thanks was tendered the retiring secretary for the able and faithful manner in which he served the association during his four years in the office.

Supply Trade

The Progressive Mfg. Co. has succeeded the Fairest Wheel Co., of Pana, Ill., manufacturers of the Western Air Blast Grain Loader.

The Olds Gasoline Engine Works of Lansing, Mich., have let the contracts for three additional buildings, one 237x36, another 52x16 and an office, 47x20.

The quality of an advertiser is judged by the quality of his advertising medium. Advertising in poorly edited journals which offer merely a business directory—means the waste basket.

The Link Belt Supply Co., of Minneapolis, Minn., has recently furnished outfits of elevator machinery to L. O. Hickok, elevator builder, for elevators to be built at Roger, N. D.; Volga, N. D.; Munich, N. D.; Egan, S. D.; Hartford, S. D.; and Flandreau, S. D.

Grain Trade News

ARKANSAS.

Fayetteville, Ark.—Rice growing on prairie land is being experimented with successfully by the government at the station established here a year ago. The yield on 5 acres last year was 75 bus.

Little Rock, Ark.—At a meeting of the grain and produce committee of the Board of Trade, Rule 3, governing the inspection of grain, was amended to read as follows: That the inspection of grain be in charge of the grain committee of the Little Rock Board of Trade, and that it will be the duty of the grain committee to elect a chief inspector, which chief inspector will have the authority to appoint the necessary assistant inspectors to be limited to two. J. A. Rauch was unanimously elected chief inspector. After a general discussion relative to the weights of grain the chairman was instructed to appoint a committee to confer with the Wholesale Grocers' Association of Arkansas. The chairman appointed T. H. Bunch, Dan Daniels and S. P. Davis as members of this committee.

CALIFORNIA.

Pleasanton, Cal.—H. Arendt & Co. will build a 100-ft. addition to their warehouse.

Imperial, Cal.—The warehouse for the Imperial Grain & Milling Co. has been nearly completed.

San Francisco, Cal.—The office and storage warehouse of Scott & Magner burned May 31. This is the fifth time in the last 2 years that the plant of this company has been destroyed by fire. The last fire is supposed to have been started by sparks from an adjoining plant. Loss, \$15,000; covered by insurance.

CANADA.

Pleasant Point, Ont.—H. E. Waller will build an eltr.

Midland, Ont.—The Grand Trunk Ry. has let the contract for the erection of a 1,000,000-bu. eltr. to cost \$500,000.

Winnipeg, Man.—Leitch Bros., of Oak Lake, will build an eltr. and warehouses, all to be of steel throat and reinforced concrete.

Portage la Prairie, Man.—Wm. McKay, traveling eltr. inspector for the Ogilvie Milling Co., died suddenly May 25, aged 53 years, from heart trouble.

Winnipeg, Man.—John Love, representing the Grain Exchange before the royal commission on transportation June 6 advocated the utilization of the Hudson Bay route.

Winnipeg, Man.—The Canada Paint Co., of Montreal, has purchased the mills, eltr. and lands of the Winnipeg Linseed Oil Co. and will take possession as soon as the seed on hand has been worked up.

Winnipeg, Man.—The Canadian Northern Telegraph Co. has announced a reduction in the rates to Ft. William and Port Arthur from Winnipeg to 40 cents, a reduction which has long been desired

by members of the Grain Exchange and will be highly appreciated by them.

Ft. William, Ont.—Harry Cliffe, a grain trimmer, was smothered, and Jack Whitby and Richard Hyder were injured when a hatch of the steamer Wacandah gave way and about 4,000 bus. of grain carried the trimmers down to the lower hold. The steamer was loading at the Empire Eltr.

Edmonton, Alta.—A company has been organized with \$100,000 capital to build and operate a flour mill. The city has been asked for 10 years exemption from taxes and a bonus. The company is composed of local capitalists and has secured a site on the C. N. Ry. Ex-Mayor Short is interested.

St. Boniface, Man.—The Royal Canadian Flour Mills Co., Ltd., of Toronto, contemplates building a plant and has made a proposition to the town asking for 20 years exemption from taxes on its plant, the plant to cost not less than \$250,000 and be completed within 2 years from July 1. The question will be voted upon June 28.

Minto, Man.—O. W. McKinstry, one of the best known grain men in the west, died at West Baden, Ind., May 19, of dropsy. Mr. McKinstry formerly dealt in grain on the Winnipeg Grain Exchange and at one time represented the Northern Eltr. Co. at Ft. William, but for the last 5 years has been buying grain independently at Minto and Wawanesa. He had been ill all during the past winter and his death was not unexpected.

Ft. William, Ont.—The eltr. being built by Muirhead & Co. will have a capacity of 25,000 bus. It is of wood covered with corrugated iron and will be 25 x 50 x 60 ft. The house will be equipped with machinery for elevating, cleaning, chopping grain, etc., and electric power will be used. A spur has recently been laid down from the C. P. Ry. across the street to the eltr. siding, giving the company excellent facilities for shipping. The plant will cost about \$25,000.

Winnipeg, Man.—The wheat inspected during the 9 months prior to June 1, as reported by David Horn, chief grain inspector, amounted to 35,751,000 bus., compared with 32,615,000 bus. for the same months of 1903-4 and 45,458,000 bus. for 1902-3. The inspections of other grains were: 1,453 cars of oats, 30 cars of barley and 279 cars of flax, compared with 878 cars of oats, 153 cars of barley and 503 cars of flax for the corresponding period of 1903-4, and 1,464 cars of oats, 335 cars of barley and 592 cars of flax for the same months of 1902-3.

CHICAGO.

The first trade in wheat for May, 1906, delivery was made June 5, at 83 cents.

E. L. Glaser, pres. of Rosenbaum Bros., has gone to Europe on a 2 months' vacation.

Eugene A. Rang, on whose testimony E. H. Prince was expelled some time

ago, was himself expelled from the Board of Trade June 6 on the charge of bucket-shopping.

A. F. Walther, the grain, hay and feed merchant of Englewood, sailed recently for Europe to visit relatives in Switzerland.

J. M. Maguire resigned his position as traveling representative for Sam Finney May 15, and will engage in the real estate business.

A cargo of 100,000 bus. of No. 1 northern wheat was recently shipped back from Buffalo to Chicago by the Armour Grain Co.

B. E. Baker has been exonerated of the charges of bucket-shopping, as his clerk had taken the trades on his own account and appropriated the money.

L. J. Ennis, with Shearson, Hammill & Co., sustained a compound fracture of the leg June 2 while on his way to the Board of Trade, and was taken to the county hospital, where the leg was amputated later in the day.

Harry Scull, broker and commission merchant, for 18 years in the Rialto bldg., has removed to the Traders bldg., and is clearing thru the old firm of E. Seckel & Co. Mr. Scull has done a large business in privileges.

Linebarger & La Rue have taken offices at 512 Traders bldg., with E. Seckel & Co., thru whom they are clearing all trades. Both the Chicago and Milwaukee quotations are received by wire and posted on the blackboard.

F. G. Badger has succeeded the late Albert Seckel as pres. of E. Seckel & Co., and will manage the business. F. S. Frost, of Milwaukee, has succeeded Mr. Badger as secy. and treas., and F. M. Ulrich, who has long been with the firm, is vice-pres.

Arthur Orr, for many years connected with the grain trade of Chicago, died at Pasadena, Cal., June 1, of nephritis, aged 52, after only a few days illness. Mr. Orr was formerly connected with the firms of Irwin, Green & Co. and with Irwin, Orr & Co., and later continued the business under his own name alone. He retired from business 10 years ago.

The May corn deal ended in a scramble by shorts to cover that carried the price up to a close of 60 cents. One firm having 50,000 bus. sold preferred to settle at 60 cents rather than buy the corn in the pit or to make delivery. H. C. Avery objected to this pacific solution of the difficulty and brot charges of extortion against Jas. A. Patten and his firm, who had the corn bot; and a committee consisting of Directors J. H. Ware, J. Crighton and Finley Barrell has been appointed to investigate. Avery was one of those caught in the July oats deal of 1902, and it is not believed the directors will probe very deeply at the instigation of one who has no direct interest in the matter.

COLORADO.

Ft. Collins, Colo.—Tubbs & Trampton have succeeded M. F. Adams.

Canfield, Colo.—The Wise Eltr. Co. will remodel its cleaning machinery in order that it may be able to handle the wild oats which are so troublesome in Colorado.

DISTRICT OF COLUMBIA.

Washington, D. C.—J. V. Craig, for several years in charge of the grain end of C. E. Clifton & Co.'s business, has started on his own account as miller's agent and grain broker, with offices in the Jenifer bldg.

ILLINOIS.

Kankakee, Ill.—A. A. St. Germain will build an eltr.

Newman, Ill.—The National Eltr. Co. is painting its eltr. and cribs

Manteno, Ill.—The eltr. of Leon Euziere will be covered with iron.

Pesotum, Ill.—Condon & Malaney will put in a new dump and stand of eltrs.

Franklin, Ill.—The eltr. of W. C. Calhoun was slightly damaged recently by fire.

St. Anne, Ill.—The eltr. for the Sievert-Tegge Grain Co. has been nearly completed.

Wellington, Ill.—Pate & Lockhart are installing an improved Hall Distributor.

Sidney, Ill.—The Sidney Grain Co. has increased its capital stock from \$4,000 to \$10,000.

Walnut Grove, Ill.—O. P. McDonald will install a Hall Distributor in the eltr. he is building.

Neponset, Ill.—The Neola Eltr. Co. is improving its plant. The office will be remodeled and new platform scales will be built.

Mattoon, Ill.—The burned eltr. of the Farmers Milling & Grain Co. will be rebuilt. J. G. Sawin is mgr.

Rowell, Ill.—The Shellabarger Eltr. Co. has purchased the grain and coal business of the Rowell Eltr. Co. and took possession June 1.

Jamaica, Ill.—Porterfield & Barton have dissolved partnership, R. T. Barton succeeding and continuing the business in his own name.

Weldon, Ill.—M. A. Current, of Newman, has purchased the eltr. of Gale & Miller, and took possession June 5. The sale was made thru C. A. Burks.

Havana, Ill.—The suit brot by the Grain Dealers Nat'l Assn. vs. the Ill. Grain Dealers Assn. will be withdrawn at the next incoming of court.

Mahomet, Ill.—The Farmers Eltr. Co. has appointed a committee to make an offer of \$7,000 for the eltr. operated by the Zorn Grain Co.

Paxton, Ill.—E. D. Risser is building a large coal shed adjoining his eltr. A conveyor will be used to transfer coal from cars to the shed.

Lovington, Ill.—Davenport & Felger have exchanged their eltr. at Harris for the plant which Hollowell Bros. recently purchased from H. E. Kinney.

Kinsman, Ill.—Chas. C. Davis, of Chas. C. Davis & Co., of Laura, has purchased for \$6,000 the eltr. of T. J. Harty, and will take possession July 1.

Galesburg, Ill.—The Highland Grain Co. incorporated, \$7,500 capital stock, to deal in grain, fuel, live stock and building material. Incorporators, C. C. Davis, J. E. Maley and Geo. E. Maley.

Several grain dealers in eastern Illinois will learn with regret of the failure of Chas. W. Jewell, grain buyer at Hammond, Ind., recently, owing nearly \$50,-

000 to customers between Chicago and Kankakee.

Fithian, Ill.—The eltr. of C. B. DeLong had a narrow escape from destruction by fire May 23 when flames were discovered late in the evening. By the use of buckets the fire was confined to the boiler room. The cause of the fire is unknown.

New Berlin, Ill.—The 25,000-bu. eltr. of C. R. Lewis & Co. burned May 20 with about 2,500 bus. of corn and 2 cars loaded with corn. The cause of the fire is not known, but it is supposed to have started from sparks from the engine used in the eltr. The loss is covered by insurance.

Lilly, Ill.—The old eltr. erected 50 years ago by the late E. H. Bacon burned May 19. The house was one of the landmarks of central Illinois, and up to 3 years ago had been in constant use. Mr. Bacon purchased grain at this point long before the Big Four road was built. The cause of the fire is unknown.

Lovington, Ill.—John B. Rainey, grain buyer for Bartlett, Kuhn & Co., of Terre Haute, Ind., left town suddenly June 2 and it is understood that his accounts are short \$2,000 and that a warrant has been sworn out for his arrest. Mr. Rainey has been buying grain for the firm for the past 10 years and has been stationed at Lovington for the last 5 years, and was considered one of its best men. It is said that speculation was the cause of part of the shortage.

Radford, Ill.—The surplus eltr. of the Evans Eltr. Co., of Decatur, burned May 23 with 8,000 bus. of ear corn. The house had capacity for 15,000 bus. of ear corn and was not the regular house thru which the company handled most of its grain, but it was equipped with eltr. machinery, cleaner, sheller, hopper scales, etc. The fire was first seen on the cob pile and is thot to have started from an explosion in the muffler. Loss about \$15,000; fully covered by insurance.

The Illinois Grain Dealers Assn. will hold its 12th annual meeting in the Coliseum, Decatur, Ill., June 13. At the afternoon session addresses will be delivered by Prof. E. M. East on grain improvement and corn breeding; by H. A. Foss, Board of Trade Weighmaster, on weights in Chicago, followed by a practical demonstration of scale testing; by W. S. Cowen, chief inspector, on grain inspection; and by J. H. Warren, supervisor of weighing, St. Louis. At the evening session addresses will be delivered by S. S. Tanner on the chief elements necessary to make the country grain dealer a success, and by A. G. Tyng, of Peoria, Ill. Committees will be appointed at the morning session, and the officers will be elected in the afternoon. Smoker at 8 p. m.

INDIANA.

Idaville, Ind.—Loughry Bros., of Monticello, will build a 12,000-bu. eltr.

Logansport, Ind.—McCormick & Richardson have succeeded Chas. W. McCormick.

Foresman, Ind.—Lyons & Esson have contracted with Fred Friedline to remodel their eltr.

Kewanee, Ind.—The eltr. of A. D. Toner burned May 27. Loss, \$12,000; insurance, \$4,000.

Magley, Ind.—Robert Case is attempting to do a scoop shovel grain business. He has no facilities.

Petersburg, Ind.—The new 25,000-bu. eltr. for the S. J. Haines Eltr. Co. has been nearly completed.

Lizton, Ind.—Tom Bronaugh and Tim Lane, of New Ross, have rented the eltr. of J. J. Thompson. They will repair the eltr.

Bath, Ind.—Henry Schulenberg, formerly of Covington, has purchased, thru C. A. Burks, the eltr. of the Interstate Eltr. Co.

Brook, Ind.—W. F. Starz & Co. have sold their eltr. to Lyons & Esson, who own the other eltr. here.

Kentland, Ind.—McCray, Morrison & Co. will build eltrs. on the new cut-off of the Big 4 from Danville to Indiana Harbor.

Valparaiso, Ind.—The Valparaiso Grain & Eltr. Co. has increased its capital stock from \$15,000 to \$20,000. Chas. H. Lindner is pres.

Arcola, Ind.—Leander McFadden, formerly at Nankin, O., has purchased the eltr. of D. G. McFadden & Co. and will take possession June 15.

Gem, Ind.—Thos. H. New, of Greenfield, has purchased the eltr. of Jos. Albright. Mr. Albright has accepted a position as bookkeeper in Columbus, O.

Hammond, Ind.—Chas. W. Jewell, grain buyer, has filed a petition in bankruptcy. Liabilities, \$48,656; assets, \$402. Is this the same Chas. W. Jewell who conducted the cash grain business at Hammond, Ind., for Sid McHie and the Hammond Eltr. Co. bucket-shop?

Goodland, Ind.—Rich Bros., of Goodland, and Rich & Harrington, of Remington, have bot the large transfer eltr. of the C. W. Hartley Grain Co. for \$36,000, and will operate the plant under the firm name of the Goodland Grain Co. A. E. Hartley will travel for a Chicago grain firm.

Decker, Ind.—The eltr. and storage bins of Jordan & Sons, operated by the Vincennes Eltr. Co., burned May 26, with 1,500 bus. of corn. The fire started in the engine room. A string of cars on the siding, part of them loaded with corn, were saved only by prompt work. Loss, \$6,000; insurance, \$2,500. The eltr. will be rebuilt at once.

Decatur, Ind.—A new grain company is being organized with \$25,000 capital, to build and operate an eltr. here. B. Kalver and son, who have been connected with the Niblick Grain Co., and S. Bash & Co., of Ft. Wayne, are said to be the principal stockholders. Work will be commenced soon on the house and it is expected to be completed in time to handle the coming crop.

INDIANAPOLIS LETTER.

The Board of Trade will elect officers Monday, June 12. There are 3 tickets in the field, two "independent" and one "regular." Frank D. Stalnaker, mayoralty candidate, is the candidate of the regular and one independent ticket for the Board's pres., while A. A. Young is being backed by the other independent ticket.

A commission man connected with the Board of Trade said Monday that Indianapolis millers were not as hard pressed for good milling wheat as some in other

parts of the country. He said the demand for flour was such as not to cause the millers to work overtime, and that each mill seemed to have a good supply of milling wheat in its eltrs.

At the regular monthly meeting of the board of governors of the Indianapolis Board of Trade, held Monday evening, June 5, it was decided not to erect a new building upon the present site at Capital avenue and Maryland street. Whether a new site will be bought and a building erected, or the organization will continue to occupy the present old structure, remains to be determined. Recently the Board of Trade building committee, being informed that \$165,000 could be raised for a new building, advertised for bids. Three contractors submitted bids, each of which, however, went over the \$165,000. A proposition has been made to the Board of Trade offering \$45,000 for the present building, and a counter-proposition to accept \$47,500 made in return by the Board of Trade, with the provision that the building can be occupied free of cost for ninety days. A new building committee has been appointed which will look into the suitability of building on some other site.—C. P.

IOWA.

Ackley, Ia.—Carton & Lusch have completed their eltr.

Vinton, Ia.—W. H. Bickel & Son have succeeded Burk Bros.

Traer, Ia.—The Northern Grain Co. has opened a feed store.

Dolivar, Ia.—R. L. Deen is grain buyer for the Mutual Eltr. Co.

Plymouth, Ia.—Geo. Ridgeway will build an eltr. this summer.

Laurens, Ia.—Headquarters of the Wheeler Grain & Coal Co. will be removed July 1 to Fort Dodge.

Estherville, Ia.—Anderson & Moen have purchased the eltr. of Isham & McCall. T. E. Moen of the firm has removed to Estherville.

Council Bluffs, Ia.—G. H. Bunton, a grain dealer at Walnut, has purchased a residence here and will take possession June 15.

Klemme, Ia.—Wm. Sampson has let the contract to the Younglove & Boggess Co. for the overhauling of his eltr. located on his farm.

Randolph, Ia.—S. T. Rhode & Co. have purchased the eltr. of F. M. Campbell, who secured 320 acres of land in Harrison county in exchange.

Cedar Rapids, Ia.—The plant of the American Cereal Co. will be equipped with a complete outfit of machinery purchased from the Link-Belt Supply Co.

Hinton, Ia.—The Thorpe Eltr. Co. has purchased complete outfits of machinery from the Link-Belt Supply Co. for its eltr. at Struble and for the eltr. to be built at Hinton.

Cedar Rapids, Ia.—Work is being pushed on the eltr. for the Bosch-Ryan Grain Co. and contract calls for completion by Aug. 1. The house will be larger than before and all concrete to prevent future fires.

Hedrick, Ia.—The eltr. of the Neola Eltr. Co. burned early in the morning of May 23. The origin of the fire is not known as the house had been closed for a week or more owing to business being

slack. Very little grain was in the bins and most of the loss on contents was in the engine room. Loss, \$3,500; partially covered by insurance.

Ames, Ia.—The Road School of the Iowa Highway Commission will be held from June 12 to June 17 at the Iowa State College. Road superintendents, trustees and others desiring to take this course will be given a rate of fare and one-third to Ames and return. The students will be divided into sections; and for field work the students will be divided into small groups, each in charge of an instructor. The instruction will embrace class room work, field work, modern road machinery, cement in highway improvement. Model sections will be built of earth, gravel and macadam road. Among the instructors will be D. Ward King, Henry Haag and C. D. Corbin. Inquiries should be addressed to the Iowa Highway Commission, Ames, Ia.

KANSAS.

Downs, Kan.—Roy Hammond will build an eltr.

Bennington, Kan.—A. D. Blanchard has installed an 18-h. p. engine.

Elyria, Kan.—The Moundridge Milling Co. will build a 10,000-bu. eltr.

Coats, Kan.—J. M. McAndrews will soon take charge of the eltr. of A. R. Clark.

Dunavant, Kan.—The Dobbs Grain Co., of Virginia, Neb., is building a 10,000-bu. eltr.

St. John, Kan.—S. J. Kachelman is building an eltr. on his farm in Albano township.

Bloomington, Kan.—Fred Slipsager will have charge of the eltr. for the Baker-Crowell Grain Co.

McLouth, Kan.—The Dobbs Grain Co., of Virginia, Neb., has bot the eltr. of the Farmers Eltr. Co.

Hazleton, Kan.—Otis Ballard has accepted the position as local mgr. for Kauffman, Oneal & Pettit.

Cottonwood Falls, Kan.—J. M. McClintock contemplates building an eltr. at the west end of his mill.

Wichita, Kan.—The Red Star Mill & Eltr. Co. has purchased 4 eltrs. from Crowell Bros. at stations between Englewood and Mulvane.

Victoria, Kan.—The Shellabarger Mill & Eltr. Co., of Salina, has let the contract for 35,000-bu. eltrs. at Victoria and Walker.

Salina, Kan.—The Shellabarger Mill & Eltr. Co. will build a line of eltrs. in western Kansas, principally along the Union Pacific.

Greensburg, Kan.—J. M. Clark, formerly with D. G. Donovan at Belpre, expects to engage in the grain business here on his own account.

Kiowa, Kan.—Part of the upper part of the new eltr. of Tom Brown was blown off during a heavy storm recently. Not much damage was done.

Jamestown, Kan.—Sol Hart, of Randall, has purchased the eltr. of C. L. Hill & Son for about \$3,500. C. L. Hill will continue to operate the eltr.

Bennington, Kan.—The citizens and farmers of this vicinity are organizing a Farmers Eltr. Co., intending to build an eltr. in time to handle the new crop. John Perry is secy.

Wilson, Kan.—The Shellabarger Mill & Eltr. Co., of Salina, has taken the management of the business of the Wilson Milling Co. for one year, and it will be operated in connection with the mill at Salina.

Kansas City, Kan.—The grain warehouses of the Menefee-Drought Grain Co. and Huffine & Co. were struck by lightning and burned May 25, with 8,000 bus. of grain and several hundred tons of hay. Entire loss, about \$35,000.

Rushville, Kan.—The Rushville Grain & Eltr. Co. incorporated, \$3,500 capital stock. Incorporators, Lewis C. Burnes, Samuel F. Nave, Arch Cooper and Edwin M. Spencer. The company will build a 10,000-bu. eltr. on the Burlington right-of-way.

Wichita, Kan.—The Imboden Milling Co. will build a 40,000-bu. storage eltr., which will give the company a total storage capacity of 65,000 bus. The eltr. will be built as a steel tank, 40 ft. in diameter and 40 ft. high, and will cost about \$5,000.

Winfield, Kan.—The Alexander Milling Co. has purchased the eltrs. of E. Lamont at Winfield and Oxford and has taken possession. Hal Johnson will continue in charge of the house at Oxford but the Winfield eltr. will be operated from the mill office.

Hutchinson, Kan.—The Rock Island Grain Co., under which name the Kansas Grain Co. operates its eltrs. on the C. R. I. & P. Ry., is pushing the work on its eltr. and it is expected that it will be ready to take care of the new crop. The old eltr. is being remodeled and enlarged.

Topeka, Kan.—The first order under its new powers was granted June 1 by the state railroad commission in favor of Poor & Knight, grain dealers of Chapman, Kan., who had complained that the Union Pacific was discriminating. The commission ordered a reduction of 1 cent in the rates from Chapman to Kansas City.

Coffeyville, Kan.—The Walton Grain Co. incorporated, \$6,000 capital stock. The company has leased the eltrs. of the H. L. Strong Grain Co. at all stations in the Coffeyville territory. The H. L. Strong Grain Co. retains a working contract with the new company to handle shipments of grain passing thru Coffeyville, thru its terminal eltr., but will discontinue station buying thru agts. from farmers. H. M. Walton, who is at the head of the new company, was formerly mgr. for the Rea-Patterson Grain Co. The H. L. Strong Grain Co. has incorporated under the laws of Kansas with \$25,000 capital stock, of which \$21,250 is to be employed in Missouri. The company will continue to operate its stations in the hard wheat belt in western Kansas where it owns eltrs.

KANSAS LETTER.

Patrick Fay, of Jewell City, has retired from the grain business at that point.

Latto & Robinson, at Sylvan Grove, have dissolved partnership at that point.

French & Pickens, at Partridge, Kan., have dissolved partnership and the business is now conducted by W. M. French.

Sam'l C. Groth & Co., formerly of Lorraine, have purchased several new eltrs. and have now established headquarters at Ellsworth, Kan.

Topeka, Kan.—A. H. Bennett has obtained judgment against the French Grain Co., of which E. F. French, of Farmer City, Ill., is pres., for commissions due him in effecting the sale of the Capitol Eltr.

Among those who have lately identified themselves with the Kansas Grain Dealers Ass'n are, Longford Eltr. Co., Longford; R. R. Sherar, Darlow; Kroboth & Doleck, Black Wolf; Cloud County Grain Co., Concordia, Kan.; Marsh-Burke Grain Co., Lincoln, Neb.—A. D.

KENTUCKY.

Ashland, Ky.—A grain eltr. of 30,000 bus. capacity has been planned for the P. C. Pooge Milling Co. by the Burrell Engineering & Construction Co.

Louisville, Ky.—John H. Hundley, a former prominent grain man of Louisville, died May 28 of tuberculosis. For a time after selling his grain business in Louisville Mr. Hundley was connected with the grain trade in St. Louis, but his ill-health forced him to retire.

LOUISIANA.

New Orleans, La.—Members of the Board of Trade are highly gratified at the election of Chief Inspector W. L. Richeson as secy. and treas. of the Chief Grain Inspectors National Assn. at the recent Niagara Falls Convention.

New Orleans, La.—Grain exports for May were 218,229 bus. of corn, with no wheat; compared with 135,552 bus. of wheat and 21,101 bus. of corn, for May, 1904, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

New Orleans, La.—John C. Fears, superintendent of eltrs. for the Ill. Cent. R. R., announces that the new eltr. E, at Stuyvesant Docks, will be ready for business June 25. This house has a capacity of 1,500,000 bus., and is completely equipped. Eltr. D, which is now under construction, is of the same type, and will include a drier.

New Orleans, La.—John A. Smith, commissioner of the freight and transportation dept. of the Board of Trade, is pleased to announce that his endeavors during the past 18 months to induce the Louisville & Nashville R. R. to provide decent facilities for handling consignments of hay have borne fruit. The L. & N. is now building a suitable platform which will prevent the losses that receivers and shippers have been pocketing for several years.

MARYLAND.

Baltimore, Md.—The Grain & Hay Receivers Assn. has been incorporated for mutual protection, by W. G. Bishop, Geo. A. Hax, Egil Steen, J. A. Loane and Harry Jones.

Baltimore, Md.—The Terminal Warehouse Co. has recently secured 400 ft. frontage on 3 streets and will build a 2-story warehouse, which will practically cover the whole space. Plans are being prepared for the building.

BALTIMORE LETTER.

The export movement of oats still continues, but is entirely dependent upon cheap ocean freight, which may be offered from time to time. The volume of

this business is not large, but it serves as stimulant to the market.

The appointment of Chas. J. Bonaparte of this city by President Roosevelt to the position of Secretary of the Navy, was generally a surprise here, as his name had not been spoken of in connection with that position. Mr. Bonaparte is an ardent Civil Service Reformer, and has always been opposed to the spoils system in politics, hence has never been identified with the party machine.

The representatives of the Baltimore Chamber of Commerce to the Grain Dealers Nat'l Ass'n have returned home, and express themselves satisfied with the result of the Convention so far as they relate to the Ass'n. The Baltimoreans appreciate the value of the organization and point to many reforms in business, also trade advancement, in recent years as the direct result of the influence of the Grain Dealers Nat'l Ass'n. They regard the enthusiastic and prompt response of the convention to the call for material co-operation in the work of the association as indicating a strong purpose to make the association more effective than ever before and that this will prove an incentive to all actively engaged in the grain trade to give support to this active organization which is now starting out on the second period of its influential career.—B. M.

MICHIGAN.

Clarkson, Mich.—W. S. Walls will build an eltr.

The Michigan Hay Assn. will hold its convention at Jackson, Mich., Aug. 3 and 4.

Schoolcraft, Mich.—C. E. Carpenter has installed a 12-h. p. Fairbanks-Morse Gasoline Engine.

Morris H. Paige & Co., of Chicago, are not regular dealers in Michigan. They are buying beans of farmers and loading without cleaning at Fenton and Gaines.

Detroit, Mich.—Suit has been brought against the Manna Cereal Co. by creditors holding claims for \$20,000. This company suspended business shortly after its factory began operations about 2 years ago.

MINNEAPOLIS.

The Woodworth Eltr. Co. has increased its capital stock to \$250,000.

E. I. Leeland, pres. of the Mutual Eltr Co., will soon remove with his family to Minneapolis from Minnetonka.

The Warren & Fontaine Co. incorporated, \$100,000 capital stock, to own eltrs. Incorporators, Geo. H. Warren, Samuel Fontaine and Geo. E. Fortin.

The directors of the Chamber of Commerce have given notice that the privileges of Edwards, Wood & Co. on the floor have been withdrawn.

Henry C. Carlisle, cashier for F. H. Peavey & Co., died May 26 at the St. Barnabas hospital from the effects of an operation, aged 67 years.

Attorney General Young has given an opinion that the railroad and warehouse commission may, for cause, refuse a license to a commission merchant.

C. G. Ireys has purchased from the Link-Belt Supply Co. 5 complete outfits of machinery for eltrs. which he will build this year on the Soo Line.

F. J. Wright, formerly with the St. Paul & Kansas City Grain Co. and the Des Moines Eltr. Co., has left Colorado, where he buried his wife and children, and gone to Chicago.

Edwards, Wood & Co. on May 27 lost their third suit against the underwriters to recover under a policy of insurance on the property of the Farmers Eltr. Co., of Denhigh, N. D. The Pennsylvania Fire Insurance Co. claimed that 76 wheat certificates had been forged.

Members of the Chamber of Commerce will vote June 13 on a proposition to levy an assessment of \$20 each year for 3 years to widen the activity of the freight bureau. On June 14 a vote will be taken on the proposed change in the contract grade to No. 2 northern wheat.

Shorts who waited until the last day to get out of the Minneapolis May wheat corner were severely punished. One Minneapolis miller who had sold calls settled next day. Three Milwaukee millers who had the wheat at Milwaukee defaulted on 145,000 bus. One Milwaukee miller took in his entire line of hedges in April, part of it as low as 93. No sympathy is felt for the millers who waited to the last day. Under the rules of the Chamber of Commerce Pres. E. S. Woodworth appointed John R. Marfield, H. F. Douglass, C. C. Wyman, H. H. Kenkel and James Marshall to set the price for settlement. The committee found that the existence of a corner was not proved, and settlement had to be made at the closing price, \$1.27½, only 1½ cents under the top price of the day. The Milwaukee firms who defaulted were B. Stern & Sons Co., Berger-Crittenden Co. and Chas. Manegold Milling Co. The fact that the Pillsbury-Washburn Flour Mills Co., the principal holder of wheat, had a legitimate use for the grain was an argument against the claim that the market was cornered.

MINNEAPOLIS LETTER.

The shipping business is completely paralyzed. The different railroads are still endeavoring to force business without success.

The Stewart Grain Co. has purchased the Martin & Henderson eltr., built a year ago, and took possession June 1. Martin & Henderson are one of those firms that were very successful in the wheat mixing business, and Mr. Henderson said they can afford to give the eltr. away and still have some left besides the price of it.—J. A. R.

Orders for barley are many, and the prices have advanced fully 5 cents compared with the market of 4 weeks ago. In other cereals the business is not as brisk. This is especially true in oats, and altho the oat market is strong and advancing there are practically none being shipped out and the eltr. stocks are increasing.

The proposed change in the contract grade is causing considerable comment and excitement. The members may be seen gathering in groups and carrying on heated discussions. Both sides see disaster for the Chamber if their side loses. The main opposing force is the milling interest, while the eltr. interest in promoting the change is not taking the lead. Practically the only argument the men have who do not want the change is that to change the grade is to kill the goose that laid the golden egg. They say that Minneapolis No. 1 northern made this

market famous, and that a change in the grade would destroy the business of the millers and that would be disastrous to the market. The general argument in favor of a change seems to be that the dealers in wheat all over the world should be given an opportunity to hedge. It seems to be plain, however, that the men in favor of the change are in the majority, but the other side is putting up a spirited fight and they appear to be thoroughly convinced that a change would spell disaster.

Some time ago a postoffice inspector reported to Washington that the Chamber of Commerce branch in Minneapolis was not on a paying basis and should be abolished. The different firms in the Chamber got wind of this and filed a strong petition with the department, vigorously protesting against the abolishing of this branch. It had the result that the branch was enlarged and it now reports a larger business than ever. The business at present is 3 times as large as it was a few weeks ago.

The directors are making an effort to stop the practice of trading in the halls and corridors of the Chamber of Commerce. There are a number of men in the grain business who sold their membership and others who do not own memberships who have been filling their orders by having members called out in the hall during Exchange hours and transacting business with them in the corridor. The directors feel that by allowing this practice to continue they are fostering a business that would otherwise go to the members. They have not, however, done anything more than to inform the different parties of their displeasure in the matter, but it was intimated that they would be kept out of the building if necessary. The members who are in the habit of transacting business in the corridors with these parties say they propose to continue their policy and sell their grain wherever they are enabled to secure the highest prices, whether the buyers are members or non-members. They say this is what the shipper in the country expects of them. A peculiar thing about it is that the directors who advocate this policy represent the firms who are leaders in the practice that they say is evil and want stopped.—Minn.

MINNESOTA.

Royalton, Minn.—J. H. Russell has installed a 3-h. p. gasoline engine.

Springfield, Minn.—Taylor Bros., of Lake Benton, are building an eltr.

Lamberton, Minn.—G. A. Koenig is grain buyer and mgr. for the Farmers Eltr. Co.

Foley, Minn.—The New London Milling Co. has purchased the eltr. of the Imperial Eltr. Co.

Eden Valley, Minn.—Jens Hansen, of Viborg, S. D., has purchased the eltr. of the Carser Grain Co.

Maplelake, Minn.—The eltr. of the Atlantic Eltr. Co. was wrecked June 4 during one of the worst storms in years.

Holloway, Minn.—The Holloway Co-operative Farmers Eltr. Co. will build an eltr. with a capacity of about 25,000 bus.

Dover, Minn.—The Western Eltr. Co. is tearing down its eltr. The material will be shipped to another station to be used.

Ceylon, Minn.—J. F. DeKiere, of Marshall, will buy grain for the Mutual Eltr. Co., which recently purchased the eltr. here.

Dumont, Minn.—The Monarch Eltr. Co. and the Crown Eltr. Co. have installed complete outfits of machinery purchased from the Link-Belt Supply Co.

Georgetown, Minn.—A farmers eltr. company has been organized. The officers are: W. Stein, pres.; Martin Peterson, vice-pres.; Theo. A. Nelson, secy.

Mankato, Minn.—S. H. Grannis has purchased for about \$4,000 the eltr. of the Walter-Bowman Eltr. Co., which will remove its headquarters to Sioux Falls, S. D.

Weaver, Minn.—The Western Eltr. Co. recently purchased 2 warehouses from the American Malting Co. The company is now tearing these down and will build an eltr. on the site.

Edgerton, Minn.—The Edgerton Farmers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, Edw. Yocum, C. W. Mitchell, Jas. McGlashen, C. J. Delaney, H. H. Hellwinkel, W. C. Muller and Dan Bruyn.

Minneota, Minn.—The Eagle Roller Mill Co., of New Ulm, has purchased the eltr. of the Atlas Eltr. Co. G. E. Lee, who has been agt. for the Atlas Eltr. Co., has taken charge of the eltr. for the Mutual Eltr. Co.

Duluth, Minn.—The Duluth Mill & Feeding Co. incorporated, \$10,000 capital stock, to buy and sell hay, grain, flour, produce and mix and grind grain, manufacture flour and feed. Incorporators, J. F. McCarthy, L. E. Meyer and E. H. Smith.

Trosky, Minn.—John P. Coffey has bot and taken possession of the eltr. and coal business of Howard & Bemis, and will build a flour house from which to sell flour and feed from his mill at Luverne, which has recently been equipped with new machinery.

Jackson, Minn.—Chas. Auten, grain buyer for Henry Rippe, committed suicide May 24 by drowning. It is said he had been drinking heavily for some time, but seemed as well as usual until the arrival of Mr. Rippe's agt. to check over his accounts. His accounts, however, are believed to be correct.

St. Cloud, Minn.—It is rumored that the Geo. Tileston Milling Co. contemplates forming an eltr. company, to be known as the Geo. Tileston Eltr. Co., and which will build a line of grain eltrs. in northern Minnesota and North Dakota. The proposed concern is to have a capital of \$100,000, and St. Cloud will be the principal place of business.

Warren, Minn.—The Spaulding Eltr. Co., recently incorporated, will build eltrs. at Alvarado, Oslo, Radium and Viking, Minn., and Eliza and an unnamed siding between Red River and Ardoch, N. D. The company has purchased from the Link-Belt Supply Co. 7 complete outfits of machinery for the eltrs. which it will build on the Soo Line. Clarence L. Spaulding is pres. of the company.

St. Paul, Minn.—The Hauser & Sons Malting Co. contemplates improving its plant at South St. Paul, the improvements to cost about \$125,000, if that town will give the company fire protection, as the plant now is beyond the water mains.

Otherwise the company intends putting the improvements in the plant in St. Paul. A 200,000-bu. steel eltr. will be built and new machinery installed.

St. Paul, Minn.—On account of a failure of the grain men of Duluth and Minneapolis to agree on candidates, Governor Johnson has appointed men from the interior of the state to serve on the new board of grain appeals after Aug. 1. The new board will be composed of A. F. Evenson, St. Peter; Theo. Thorson, Glenwood; W. F. Kelso, Hallock; C. F. McCorgier, Fergus Falls; T. B. McManus, Crookston; F. B. Thorson, Winthrop.

Duluth, Minn.—By the overwhelming vote of 93 to 17 the Board of Trade on May 27 adopted No. 2 northern as the contract grade, effective Sept. 1. Members residing at Duluth favored the change, as the commission trade under the No. 1 northern rule had been dead for some time. From Chicago James Pettit and Fred Maynard came to vote, and from Minneapolis Charles M. Harrington, H. F. Douglass, W. O. Timmerman, J. M. Jenks, John Marfield, B. H. Woodworth, Frank McCarthy, A. C. Andrews, J. F. Gages, H. R. Lyon, H. H. Kenkel, A. L. Searle, E. W. Kneeland, Alex. Stewart, H. W. Commons, James R. Stewart, C. A. Christianson, William Miller, J. P. Andrews, J. F. Lahart, E. L. Welch, J. H. McMillan, Daniel Raymond, A. E. Martin, Sylvester Cargill, Nels Enge, Andrew Brenner, A. M. Woodward and W. J. Jennison.

The Tri-State Grain Dealers Assn. will hold its annual meeting at Sioux Falls, S. D., Wednesday and Thursday, June 21-22. The meeting will be held at Germania Hall and the Assn. headquarters will be at the Cataract hotel. As a big crowd is expected, dealers are advised to write for rooms at an early date. An elaborate program is being prepared and speakers of prominence and note in the grain trade will be present and deliver addresses on important topics of interest to the dealer. The Sioux Falls Board of Trade has extended the courtesies of the Dakota Club and arranged a smoker and entertainment for all visiting grain men on Wednesday evening, June 21st. Each member of this Association should make a special effort to attend the convention and bring with him his competitor, whether he is a member or not. No better opportunity is offered for extending acquaintance among dealers throughout the territory and in terminal markets than by attending this meeting. Sioux Falls was selected as the convention city on account of its central location and convenient access to a large percentage of grain dealers in the territory of the Association, and it is confidently predicted that this meeting will be the largest grain men's convention ever held in the west.

MISSOURI.

Butler, Mo.—The Canon-Weiner Eltr. Co. will build an eltr.

Kansas City, Mo.—The Cartwright Grain Co. is no longer in the business. Mr. Cartwright has removed to St. Joseph.

Stotts City, Mo.—The McDaniel Milling Co., of Carthage, will build an eltr. with capacity from 5,000 to 7,000 bus.

Kansas City, Mo.—The Russell Grain Co. is building a 60,000-bu. eltr. with hay

warehouses and barn adjoining on the Mo. Pacific tracks.

Jefferson City, Mo.—The state railroad and warehouse commission will soon appoint hay inspectors at St. Louis, Kansas City and St. Joseph.

Carthage, Mo.—The McDaniel Milling Co. will build an eltr. at Purcell, a station on the Carthage & Western Ry. about 12 miles northwest of Carthage. The house will have a capacity of from 5,000 to 7,000 bu.

Kansas City, Mo.—The building committee of the Board of Trade, hitherto composed of W. T. Kemper, H. F. Hall and W. W. Cowen, has been increased to 6 by the addition of E. D. Fisher, B. F. Hargis and W. C. Goffe.

Kansas City, Mo.—Traders are wondering how the Christie Grain & Stock Co. bucket-shop will get around the last decision of the supreme court. It is not believed that Christie will be admitted to the Kansas City Board of Trade.

Kansas City, Mo.—The Board of Trade on June 3 voted to invite the Grain Dealers National Assn. to hold its annual convention at Kansas City next year. F. P. Lint, who was attending the convention at Niagara Falls, was authorized to extend the invitation.

Eolia, Mo.—Wm. Idle, as representative of an organization, is building a 25,000-bu. eltr. The York Foundry & Engine Works is furnishing the equipment, which includes a Howe Hopper and Howe Wagon Scales, Barnard & Leas Cleaner, sheller and Wilford Roller Mill.

Kansas City, Mo.—The Diamond Eltr., owned by the Beall Grain Co., burned June 3, with 30,000 bu. of grain, mostly wheat and barley. The eltr., which had a capacity of 75,000 bu., was outside the water service and nothing could be done to check the fire. Loss, \$50,000; insurance, \$19,000 on building and \$15,000 on grain.

St. Louis, Mo.—In the complaint of the St. Louis Hay & Grain Co. against the C. B. & Q. R. R. the Interstate Commerce Commission decided May 25 that when a carload of hay destined to East St. Louis is delivered at a warehouse designated by the shipper or consignee prior to arrival in that city, or to the proper switching road, or is placed upon the team track of the railroad (in case no specific delivery is named), the railroad may insist that such delivery is proper and it must be accepted by the consignee.

St. Louis, Mo.—Judge B. R. Burroughs, of the Circuit Court at Edwardsville, Ill., on May 25 dissolved the injunction granted May 5 restraining the Illinois Railroad and Warehouse Commissioners and their inspectors at East St. Louis and Venice from grading red Russian wheat as red winter wheat. The evidence was that the wheat was red, that it was winter wheat, and that the complainant, Thos. Akin, bot the options on the Merchants Exchange with the knowledge that the red Russian wheat for some time had been graded as red winter. Judge Douglas, of the St. Louis Circuit Court, on May 27 refused to grant the application of Thos. Akin to prevent the Missouri Railroad and Warehouse Commissioners from grading the Russian wheat as red winter.

St. Louis, Mo.—The transportation committee of the Merchants Exchange has made the following report: All of

the railroads, with the exception of the C. B. & Q. and the C. & A., claim they are not collecting the reconsigning fee on grain that originates at an Illinois point and is sold and reconsigned to a destination within the switching limits of East St. Louis, provided the cars are ordered within the free time, and that they will refund any charges that have been collected on any grain as stated. For example, a car of grain originates in Illinois and is reconsigned after arrival at East St. Louis to Waterloo, Ill., Granite City, Ill., or track in St. Louis; the reconsigning will not be refunded. In other words, when the destination is outside of the switching limits of East St. Louis reconsigning will be charged and will not be refunded.

MONTANA.

Lewiston, Mont.—The Moore Eltr. Co. will increase the capacity of its eltr. this summer from 30,000 to 65,000 bu. C. R. McClave is mgr.

NEBRASKA.

Dixon, Neb.—Blenkiron Bros. contemplate building an eltr.

Hartington, Neb.—The Great Northern Mills Co. will build a 20,000-bu. eltr.

Crete, Neb.—The Crete Mills contemplate building a kiln dried corn meal mill this summer.

Wilber, Neb.—Wm. Bell has succeeded M. J. Wagey as mgr. of the eltr. of the Crete Mills Co. at Shestak.

Kearney, Neb.—The Kearney Flour Mills will build 3 or 4 eltrs. this season, as supply stations for its mill.

Dorchester, Neb.—M. J. Wagey, formerly at Crete, has succeeded D. T. Buckingham as mgr. of the eltr. of the Farmers Eltr. Co.

Edison, Neb.—Rankin Bros. have bot the eltr. of the Minden Grain Co. Possession will be given July 1. A. McCann will be mgr.

Gladstone, Neb.—Amos C. Bonawitz is installing a new cleaner and machinery, purchased from the York Foundry & Engine Works.

Wilcox, Neb.—Wm. Bruce is improving his eltr., putting in a new stand of eltrs. and machinery, furnished by the York Foundry & Engine Works.

Ruskin, Neb.—The Nebraska Eltr. Co. is installing new machinery and a new Howe Gasoline Engine, furnished by the York Foundry & Engine Works.

Wood River, Neb.—The Conrad Grain & Eltr. Co. incorporated, \$15,000 capital stock. Incorporators, Geo. W. and S. E. Conrad, Emil Thelen and Fred Ashton.

Table Rock, Neb.—G. W. Butterfield & Co., of Humboldt, will install a 28-h. p. Howe Gasoline Engine, purchased from the York Foundry & Engine Works.

Ithaca, Neb.—The Duff Grain Co. is improving its house and installing a Howe Gasoline Engine and other machinery, furnished by the York Foundry & Engine Works.

Julian, Neb.—Jas. Peterson, of the Coryell Grain Co., has leased a site and is building an eltr. The York Foundry & Engine Works will furnish the machinery and supplies.

North Loup, Neb.—Geo. E. Johnson has let the contract to D. H. Cramer for

the rebuilding of his eltr., which burned recently. An improved Hall Distributor will be installed.

Sutton, Neb.—The Sutton Farmers Grain & Stock Co. have closed a contract with the Younglove & Boggess Co. for the erection of a 20,000-bu. eltr. to replace the eltr. burned recently.

Pleasanton, Neb.—The Farmers Grain Co. has let the contract for the erection of 15,000-bu. eltrs. at Pleasanton and Amherst to D. H. Cramer. Improved Hall Distributors will be installed.

Shubert, Neb.—Col. Davenport, the veteran grain buyer, is in the hospital at Nebraska City, being treated for paralysis and Bright's disease. It is said there is little hope for improvement.

Henderson, Neb.—Peter Huebert is building an 8,000-bu. eltr. Gerhard Toews has completed the 10,000-bu. eltr. on his farm. The York Foundry & Engine Works has furnished the equipment for both houses.

McCool Junction, Neb.—The Nebraska-Iowa Grain Co. will do quite a little repairing on its eltr. J. W. Hetrick is agt. W. H. Ferguson contemplates repairing and improving his eltr. for the farmers if they want the plant for another year.

Omaha, Neb.—The Farmers Grain Co. incorporated, \$250,000 capital stock, to do a general grain, live stock and coal business. Incorporators, C. Vincent, T. J. Quail, J. W. Wylie, J. E. Harris and R. M. Pierce. The company will either build or lease eltrs. and warehouses for storing grain.

Falls City, Neb.—The eltr. of P. S. Heacock burned May 31 with nearly 3,000 bu. of wheat and corn. Loss on building, \$8,000. Insurance on building, \$4,000 and on grain \$2,000. The cause of the fire is not known as there had been no fire in the engine-room the day previous. Mr. Heacock will rebuild as soon as the site can be cleared.

NEBRASKA LETTER.

Table Rock.—Geo. W. Humboldt & Co., of Humboldt, are enlarging and repairing their eltr. at this point for the purpose of making a cleaning house of it.

Stoddard.—E. G. Scoville has sold his eltr. at this point to Gus. Sisson. Gus. Sisson is the son of Mr. Sisson, of the Hebron Grain Co., operating at Hebron and Gilead.

Omaha.—H. G. Miller, Secy. of the Nebraska Assn., attended the meeting of the Grain Dealers National Assn. at Niagara Falls, and from there he went to Somerset, Pa., to visit his parents for several days.

David City.—Jas. Bell departed for Europe May 30, to spend about 4 months abroad. Mr. Bell has made several trips abroad, but still thinks there is much to be seen that he has not yet set his eyes upon. The operating of the several houses owned by Jas. Bell & Son will be in charge of Sam. Bell.

Omaha.—An amendment to the rules and regulations of the Omaha Grain Exchange, adopted at the last meeting, makes fees for inspection and weighing as follows: On all grains received at Omaha, South Omaha or Council Bluffs, inspection 40 cents a car; weighing, 25 cents a car; samples to be furnished without extra charge. On all grain

shipped from Omaha, South Omaha and Council Bluffs, inspection, 25 cents a car; weighing, 25 cents a car; no extra charge to be made for samples if they are requested. Extra samples, 20 cents each.—E. C.

NEW ENGLAND.

Dorchester, Mass.—W. P. Whittemore has succeeded N. T. Robinson.

St. Albans, Vt.—The St. Albans Grain Co. incorporated, \$25,000 capital stock.

Boston, Mass.—A membership in the Chamber of Commerce recently sold for \$170.

Knightsville, Me.—W. H. Clark, formerly at Vinalhaven, will engage in the grain and hay business.

Boston, Mass.—The Malden Grain Co. incorporated, \$10,000 capital stock, to deal in grain. R. C. DeNormandie, of Boston, pres.; H. N. DeNormandie, of Lynn, treas.

Boston, Mass.—The Chamber of Commerce has made a protest to the Interstate Commerce Commission against the application of the differential ruling to all grains. The Chamber of Commerce committee asks that a lower differential per bushel shall be applicable to the lighter grains in proportion to their relative weight as compared with the heavier grains. This would reduce the differential on oats to about four-twenty-fifths of a cent per bushel, and on barley to about six-twenty-fifths of a cent.

BOSTON LETTER.

Elwyn G. Preston, the retiring secy. of the Boston Chamber of Commerce, was last week the recipient of a silver desk set, the gift of the employees of the different departments of the Chamber. The gift consisted of a cut-glass inkwell, heavily mounted with silver with Mr. Preston's monogram on the cover, a silver tray for the well, silver pen tray and a heavy silver paper cutter.

The condition of the grain export business at the present time is far from encouraging. The expectations of the steamship men and exporters relative to the busy season have not been fulfilled, and while a fair amount of cereal has been shipped from here to Europe the past few weeks, the steamship interests are now confronted by a season of dullness which will probably extend thru the summer. Corn, which has been the principal cereal exported recently, has advanced to a prohibitive figure, while very little wheat and other cereals are moving. A prominent steamship man said that he believed the next 3 months will be the dulllest for years in the shipment of grain from Boston. Grain exports from Boston during the week just closed aggregated 153,666 bus. of wheat, corn and oats, showing a marked falling off from the preceding week. During the present week the grain shipments will be even lighter than last week's exports. The amount thus far booked is 16,000 bus. of wheat and 93,392 bus. of corn.—H. B.

NEW JERSEY.

East Orange, N. J.—The American Rice Cereal Co. incorporated, \$5,000,000 capital stock, to manufacture cereals. Incorporators Frank C. Ferguson, Fred L. Palmer and Chas. O. Geyer.

NEW YORK.

Rochester, N. Y.—J. G. Davis is installing an improved Hall Distributor in his eltr.

Buffalo, N. Y.—C. A. Reed contemplates starting in the grain commission business on his own acct.

New York, N. Y.—It is said the Stock Exchange will aid the Chicago Board of Trade to suppress the bucket-shops.

New York, N. Y.—Chas. E. McShane & Co. incorporated, \$5,000 capital stock, to deal in grain, hay and mill feeds. Incorporators Chas. E. McShane, of New York and Harold E. Lombard, East Orange, N. J.

New York, N. Y.—At the annual meeting of the Produce Exchange May 31 Pres. Henry B. Hebert reported that the income from the building outweighed the loss on the Exchange account and left a net surplus of \$24,597.

Buffalo, N. Y.—The Ontario Eltr. is being torn down, and it is expected that the ground will be ready for the new building by June 15, which the owner, A. J. Wheeler, will build on the site. The new house will be a modern steel eltr., 100x200 ft.

New York, N. Y.—John Valiant, a member of the firm of Milmine, Bodman & Co., died very suddenly May 21 of heart disease, aged 51 years. Resolutions of respect and condolence were adopted at a meeting of the members and later of the mgrs. of the Produce Exchange and a committee of 100 was appointed to attend the funeral. He had attended to business as usual as late as May 19, and his death came as a shock to members of the Exchange, of which he had been a member since 1884.

BUFFALO LETTER.

New York city is taking grain at a very slow rate, but dealers report that it is moving fairly well through the state and into New England, wheat, corn and oats being all fairly well represented, spite of the unsteady condition of the prices.

J. H. Rodebaugh is trying so hard to see what can be made of his new venture, the mill and eltr. of the Niagara Co., that he spends all the early part of each day there and sometimes does not get to his office on 'Change till noon.

The Durant & Elmore Co., of Albany, which has had an office in Board of Trade some time, in charge of M. A. Donner, has enlarged its scope by sending down from the Oneonta office A. C. Palmer, who will take care of the feed department of the business.

Canal troubles continue. The bad break is now but just out of the way. It held the west-bound fleet back so long that there was a rush for business as soon as the boats were here, and wheat freights went down from 4 cents to 3½ cents for New York.

The appearance of a genuine lunch counter on 'Change, or next to it, in the hall by the eltrs., is quite an innovation. There has always been need of something of the sort, but this is the first effort to work out the problem. It is already quite popular.

Track grain is coming in very irregularly, several times as much some days as others, but the aggregate quantity is probably as large as could be expected.

May brought us by lake 13,000,000 bus. of grain, which is also a fair amount, considering the real surplus in the west.

The arbitration committee of the Chamber of Commerce found against the John Kam Maltng Co., of Buffalo, in the suit brought against it by the Electric Steel Eltr. Co. of Minneapolis. Suit was to collect on 50,000 bus. of barley which the defendant refused to take and the consignment was sold at a loss of \$5,136.67. The committee gave the full amount.

It appears that the Buffalo grain dealers, or at least some of them, did not take so very greatly to the holding of the convention of the National Grain Dealers' Assn. at Niagara Falls. It was rather expected to be brought here up to the time of the announcement, so no great part was taken in the proceedings by the grain dealers here. Some of the other attendants felt that the turnout would have been larger here.

Wheat would be a pretty fair seller here now if the markets were not so badly out of line; but to use Duluth spring, now 18 cents over New York July for No. 1 northern, is a thing not to be thought of. Dealers who have a stock of macaroni say that they can sell it in quantity. State millers are grinding it with good results; and as it sells at 21 cents under the northern, there is money in it, though the difficulty is that as soon as the trade is once well established there is likely to be new wheat ready such as the millers prefer.

Albert J. Wheeler has taken the decisive step at last in his effort to prove that his Ontario Eltr. fell in consequence of an explosion last October, by starting suit against the insurance companies, confident, it is said, that he can collect the loss on the grain, which alone was about \$70,000, as well as on the eltr., which was considerably more. It is stated that a fairly good case has been made out by the discovery of a charred floor of some of the lower bins. The trial will bring that out. The eltr. still lies in the water of the slip much as it fell, probably to be used in the trial.

The Chamber of Commerce is taking a very important step by the purchase of what is known as the Granite Block, an old-timer that runs through from the present home of the grain interests to Main street and has ground space enough to afford ample accommodations to all branches of this, the most active and important business organization in the city. The plan is to erect an eleven-story block on the site, and thus furnish room for the various branches of the organization, including the Corn Exchange, if that body is willing to be called a branch. But there is nothing brought down to detail yet, no plans and probably not even an architect selected. What will become of the present building and its offices is quite as little known as anything. The Chamber of Commerce felt that it was in danger of getting out of date in its present home—occupied since 1884—so it has been looking for something new for more than a year.—J. C.

NORTH DAKOTA.

Erie, N. D.—The Farmers Eltr. Co. incorporated, \$50,000 capital stock.

Maza, N. D.—The Farmers Eltr. Co. will build a 40,000-bu. annex to its eltr.

Penn N. D.—The Farmers Co-operative Eltr. Co. will build a 50,000-bu. eltr. Forest River N. D.—Andrews & Gage are removing their eltr. to the Soo Line.

Ashley, N. D.—Jos. Tschetter, an old grain man, has again secured a warehouse and is buying grain.

Manfred, N. D.—The Manfred Farmers Eltr. Co. has let the contract for the erection of a 30,000-bu. eltr.

Lakota, N. D.—C. R. Culver will have charge of the eltr. for the Minneapolis & Northern Eltr. Co. this season.

Lidgerwood, N. D.—P. H. Mainzer has closed his eltr. for the season and is in Philadelphia, Pa., for a visit.

Courtenay, N. D.—The Farmers Eltr. Co. has secured a site and let the contract for the erection of an eltr.

Delamere, N. D.—C. G. Seltveit has purchased the eltr. of Andrews & Gage. H. H. Hanson will manage the eltr. and buy the grain.

Harvey, N. D.—The farmers of Esman are organizing to build an eltr. S. S. Renfew is planning to build an eltr. at Harvey and also one at Billigmeier.

Enderlin, N. D.—The Farmers Eltr. Co. has secured a site and has let the contract for the erection of its eltr. to Honstain Bros. It will cost \$6,500.

Colfax, N. D.—The Cargill Eltr. Co. has installed complete outfits of machinery from the Link-Belt Supply Co. for its eltrs. at Colfax and Dazey, N. D., and Graceville, Minn.

Edmore N. D.—A majority of the stockholders of the Farmers Eltr. Co. have sold out to T. H. Wolody who will operate the eltr. in the future. The company built the eltr. only last fall.

Minnewaukon, N. D.—G. T. Christianson has purchased the eltr. of Wm. O'Neill and took possession May 20. It is understood that Mr. O'Neill will build an eltr. at one of the new stations along the Soo Line.

Bisbee, N. D.—The eltr. for the Atlantic Eltr. Co. has been nearly completed. The Woodworth Eltr. Co. and the Osborne-McMillan Eltr. Co. will soon begin the erection of eltrs. The Osborne-McMillan Eltr. Co. is building an eltr. at Mylo, the first station west of Bisbee on the Soo Line, and the Woodward Eltr. Co. and the Atlantic Eltr. Co. will also build there, expecting to have the houses ready to handle the coming crop. The Anchor Grain Co. has closed its house at Bisbee for the season.

OHIO.

Niles, O.—A. O. Burnett has bot out and succeeded J. A. St. John & Co.

Corwin, O.—Henry Jay has purchased the plant of the Corwin Grain Co.

Johnstown, O.—Orsdorff & Son are overhauling their eltr. and warehouse.

Toledo, O.—The hay warehouse of F. M. Greenough & Co., who went into bankruptcy, will be sold at auction.

Lima, O.—The Red Cross Cereal Co. incorporated \$10,000 capital stock. Incorporators J. W. Davis, S. Davis, Frank Elbertson, F. W. Fox and Chas. Collins.

Cincinnati, O.—The Chicago Board of Trade on June 5 brot suit to prevent the theft of quotations by the bucket-shop known as W. J. O'Dell & Co.

East Liberty, O.—The East Liberty Eltr. Co. has built a 2-story lumber house and has installed a set of 6-ton compound beam Fairbanks Standard Scales.

Warren, O.—The Cream of Oats Co., a company incorporated under the laws of Michigan for \$300,000, assigned May 25 to F. S. Waters. Liabilities, \$75,000; assets \$35,000. An effort will be made to reorganize and continue the business.

Cincinnati O.—The Early & Daniel Co. has been awarded the contract for supplying the forage for the army in the Department of the Gulf for the next 12 months. The contract calls for the delivery of an aggregate of more than 12,000,000 pounds of grain and feed.

Cincinnati, O.—The United States court on June 1 issued a temporary injunction restraining William and Amanda Stichtenoth from disposing of certain memoranda in the proceeding being instituted by Irwin, Green & Co., of Chicago, who have a judgment for nearly \$1,000,000 against Harper in connection with the wheat deal which resulted in the wrecking of the Fidelity National Bank.

Lima, O.—The Hall & Woods Co., grain dealers, have compromised their suit against the Northern Ohio and Lake Erie & Western roads before the state railroad commissioner. The company offered to withdraw their complaints as to the shipping points of Reamer and Vaughnsville if the company would lower its rate from 4 cents to 3½ cents from Buckland. This was agreed to, and the case was withdrawn without record.

The annual meeting of the Ohio Grain Dealers Assn. will be held at Hotel Victory, Put-in-Bay, O., July 6 and 7, going July 5 and returning July 8. The week of July 4 was the only open date available at Hotel Victory. Secy. J. W. McCord is working on the details of the arrangements for the meeting, but so far a good program is assured. Already C. E. Thorne, director of the Ohio Agri. Exp. Station, has been secured to give a chart lecture covering 12 years continuous work on the state farms. The education from Mr. Thorne's lecture alone will compensate for the time and money expended on the trip. The ladies will be with the grain men as usual. Application has been made for one fare for the round trip from the Central Passenger Assn. for all parts of the state. The Hotel Victory has made a very low rate of \$2.50 per day, American plan. Every shipper and receiver is invited.

TOLEDO LETTER.

Mr. and Mrs. J. F. Zahm have returned from a five months' trip in Europe.

Carey, O.—W. F. Johnson, of Upper Sandusky, has purchased Walter Snyder's grain and coal business. The eltr. will be enlarged to 30 x 60 ft., and will have capacity for 10,000 bus. of grain.

The Matagorda Rice Co., of Toledo, which owns rice lands in northern Texas, has increased its capital stock from \$25,000 to \$200,000, the increase being 8 per cent preferred stock.

F. W. Lipe, who formerly conducted a hay and straw business at Jackson, Mich., but for the past couple of years has been located in New York City, has decided to locate in Toledo. He has already purchased ground on the East Side and in a short time will erect a new warehouse, 300 by 50 feet.

F. J. Reynolds, of Reynolds Bros.: From every source nothing but the most encouraging information on the wheat crop has been received, which would lead one to look for the largest yield we have seen in 20 years. Of course, these bright prospects may be affected by rust and fly.

The members of the 'Change were given a big surprise Wednesday afternoon, just previous to the time for the closing of the markets of the day, when Fred Jaeger passed around a box of Havana cigars and announced the marriage of Walton E. Stone, manager for Churchill & Co., to Miss Susie Fallon. The bride and groom hid themselves to Detroit, and were married at 1 o'clock, the time Mr. Jaeger, who was the only one "next," was passing the cigars.

Bryan, O.—George E. Letcher, the Californian, who was found guilty of having burned a number of eltrs. throughout northwestern Ohio a couple of decades ago, has given up all hope of carrying his case to the supreme court. The petition was filed and was refused, and the circuit court having sustained the finding of the lower court, there is now nothing for the convicted firebug to do but to go to the pen and serve his sentence of five years.

The 'Change committee, which has charge of arrangements for the entertainment of the delegates to the National Hay Assn., which will meet here next month, is planning to have Gov. Myron T. Herrick, of Ohio, deliver the opening address. The committee is arranging an elaborate program of entertainment, having already engaged two summer theatres, "The Farm" for Tuesday evening for the delegates, their wives and friends, and the "Casino" for Wednesday afternoon, reserved seats having been secured for all the ladies who may desire to go. The steamer Greyhound has also been secured for a boatripe on the lake on Wednesday evening. The Toledo Newsboys' band has been secured to give an hour's concert in front of the Boody House, just prior to escorting the national officers and delegates to the Valentine theatre, where the convention will be held. The program of the convention is expected to be out next week.—H. D.

OKLAHOMA

Greenfield, Okla.—The Watonga Grain Co. will build an eltr.

Kingfisher, Okla.—The Burrus Mill & Eltr. Co. has bot out the Cameron Mill & Eltr. Co.

Geary, Okla.—The Watonga Grain Co. has closed its eltr. until the new crop is ready to move.

PENNSYLVANIA.

Huntingdon, Pa.—The B. F. Isenberg Milling Co. has completed repairs on its plant.

Hamburg, Pa.—The Union Roller Mills Co. is building a 5,000-bu. eltr. in the rear of its mill.

Philadelphia, Pa.—George Hay & Co., successors to James Hay & Co., have gone out of the grain business and deal only in flour.

Philadelphia, Pa.—The Quaker City Mill Co. has let the contract to Jas. Stewart & Co., for 150,000-bu. concrete storage for grain.

PITTSBURG LETTER.

Demand for straw is reported as normal. Rye straw is probably the firmest of the three kinds, and has continued in good request as quoted.

The brightest spot in a rather depressed market is the corner occupied by oats, which alone of the commodities here treated of have shown a tendency to hold their own, and even make some slight advance in the matter of firmness.

An excellent demand was reported for ear corn at the time of the issuing of the circular of the Grain Exchange for last Saturday, but no dealer could be found now who would say more of the situation than that corn was just holding its own.

Prices of mill feed have shown a stronger tendency, especially for the better grades. Reports of the oversold condition of western mills have acted favorably on the situation, and caused a firmer feeling to be manifest among sellers, while it has caused buyers to look to their guns and seek cover.

Shippers are asked to remember that since May 1 the Baltimore and Ohio railroad has had an order effective that bills of lading for all shipments of grain and hay must be presented before delivery or reconsignment of property, so that shippers must be careful to send bills of lading to receivers promptly. This applies to both straight and order shipments.

Receipts of shelled corn for some days have been increased over the average for the weeks immediately preceding, and this has had a tendency to depress trade. However, the over-supply has not yet become serious nor specially burdensome, and there is a fair demand, which causes prices to maintain a moderately stiff front, and the condition has been almost satisfactory except for a day or two. Sellers are required to exercise additional effort to make sales, but are managing to keep down accumulations in a manner to prevent undue losses.

Of all things in the market hay has suffered the greatest setback. Beginning with a weak condition a couple of weeks ago, it has gone from bad to worse, until now it is extremely draggy and hard to sell. All receivers who have gotten several cars a day have found themselves in a quandary as to what to do with it, and in a number of instances have only found it possible to clean up their holdings at a loss. The demand is only for the better grades, and even of these there is at present more than enough. So congested is the condition of affairs here now that dealers are requesting consignors to withhold shipments until the condition of oversupply is past. This applies to all grades.—C. H.

SOUTH DAKOTA.

Utica, S. D.—The McCaull-Webster Eltr. Co. will build an eltr. this season.

Wakonda, S. D.—The Farmers Eltr. Co. has let the contract for the erection of an eltr.

Forestburg, S. D.—W. Z. Sharp is rebuilding his eltr. which was blown down some time ago.

Aberdeen, S. D.—Freeman Bros. have purchased the eltr. formerly owned and operated by the Geo. C. Bagley Eltr. Co. and will take possession July 1. It will be used as a receiving point for all corn,

oats, spelts and barley. No wheat will be handled.

Lyons, S. D.—The Lyons Grain Co. has let the contract for the erection of an eltr. E. C. Goecke is secy.

Montrose, S. D.—The Peavey Eltr. Co. has completed its office and repaired its engine. Jas. Cooper is agt.

Sioux Falls, S. D.—The Walter-Bowman Eltr. Co. will move its headquarters to Sioux Falls from Mankato, Minn.

Platte, S. D.—The Charles Mix County Co-operative Co. is trying to secure a site on which to build an eltr.

Sherman, S. D.—The Farmers Eltr. Co. will put in a rope drive and otherwise improve its eltr. I. W. Beach is mgr.

Flandreau, S. D.—Faris & Gray have commenced work on their eltr., which will cost about \$5,000. The side track will be extended to it.

Garretson, S. D.—The Thorpe Eltr. Co. has installed a complete outfit of machinery in its eltr., purchased from the Link-Belt Supply Co.

G D Jour.—13½p J10 Fish Twenty-Four Gettysburg, S. D.—The Eagle Roller Mill Co., of New Ulm, Minn., has purchased the eltrs. of the Western Eltr. Co. at Gettysburg and Conde.

Hartford, S. D.—A. A. Truax has let the contract to L. O. Hickok for the erection of a 50,000-bu. eltr. to replace the house burned last month.

Milbank, S. D.—Engle & McIntosh, of Minneapolis, have purchased the eltr. which the Sullivan Lumber Co. recently purchased from John E. Burgan.

Butler, S. D.—Potter, Garrick & Potter have bot the eltr. of the Stoddard & Ketchum Eltr. Co. and are putting in a gasoline engine and cleaner.

Webster, S. D.—P. J. Wagner, who has been agent here for the past 18 years, has been promoted, and will have entire charge of the Reliance line of houses. Herman Olson now is the new buyer for the Reliance Eltr. Co.

SOUTHEAST.

Lynchburg, Va.—The Dan Valley Mills, of Danville, has purchased the Piedmont Mills and will operate them in connection with the mills at Danville.

Columbus, Ga.—The Dan Joseph Co. is erecting an eltr. in its new warehouse, the first grain eltr. to be built in Columbus. It will have capacity for unloading and sacking a car of grain in an hour.

Greenville, S. C.—J. B. Jennings has purchased the interest of W. D. Brown in the firm of Briggs & Co. Mr. Jennings has heretofore been connected with the Carolina Grain & Provision Co.

TENNESSEE.

Nashville, Tenn.—The Nashville Warehouse & Eltr. Co. has contracted with the Hess Warming & Ventilating Co. for a No. 6 Hess Drier.

Wilhoite, Tenn.—The Wilhoite Mills incorporated, \$6,000 capital stock. Incorporators, J. B. and J. R. Wilhoite, Walter Phillips, J. S. Morris and R. C. Armstrong.

Memphis, Tenn.—The Patton-Hartfield Co. will build a 50,000-bu. eltr. this fall, the plant to cost between \$15,000 and \$20,000 and occupy about 2½ acres of land.

Clarksville, Tenn.—The Clarksville Warehouse & Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, Jos. P. Dunlop, E. C. Morrow, Jos. A. Boillin, J. M. Neblett and Thos. Binns.

Nashville, Tenn.—Felix Goodman and Robert Talley, boys aged 14 and 11 years respectively, were arrested June 2 and held at police headquarters on a charge of breaking into a box car in the railroad yards at South Nashville and stealing grain from the car.

Nashville, Tenn.—Harsh Bros. & Co. will have a double track built to their new eltr. and a shed to cover both tracks. The grain will be dumped in bulk into a sink and carried by conveyors to the boot, which will have 2 stands of eltrs. They will be able to unload and load a car again in 30 minutes. A large hopper scale will be installed. It is expected that the contract will be awarded soon.

Memphis, Tenn.—A fine oil painting of the late John M. Peters was presented to the Merchants Exchange June 9 by friends of the late pres. of the Exchange. The presentation speech was made by W. A. Percy, and it was accepted by Harry P. Johnson, pres. of the Merchants Exchange. Other pictures of ex-pres. in the Exchange rooms are of John K. Speed, first pres. of the Exchange; W. W. Schoolfield, A. B. Treadwell, R. C. Graves and F. W. Brode.

TEXAS.

Whitewright, Tex.—The W. O. Womack Milling Co. will build a steel eltr.

Vernon, Tex.—The Cox-Campbell Grain Co., of Ft. Worth, will build an eltr.

Baumont, Tex.—A rice kitchen has been opened to advertise the use of rice in cooking.

Ft. Worth, Tex.—The Walker Grain Co. is not a member of the Texas Grain Dealers Assn.

Markham, Tex.—The Markham Rice Milling Co. has increased its capital stock from \$50,000 to \$75,000.

Eaglelake, Tex.—The Eaglelake Rice Milling Co. will increase the capacity of its mill from 600 to 800 barrels per day.

Midlothian, Tex.—We consider the Grain Dealers Journal the best offered to the grain dealer.—Midlothian Grain & Lumber Co.

Bay City, Tex.—The Colorado Valley Rice Milling Co. will install new machinery, increasing the capacity of its mill from 600 barrels to 800 barrels per day.

Iowa Park, Tex.—The Farmers Union Eltr. Co. incorporated, \$10,000 capital stock, to build and maintain eltrs. and public warehouses. Incorporators, J. M. Bell, J. R. Brewer, L. C. Denny, John Herschi, Andrew Weeth, W. L. Jennings and J. B. Winfrey.

Dallas, Tex.—The Dallas Grain & Seed Co. has engaged in the wholesale grain, field seeds and hay business. P. T. Andrews, formerly of P. T. Andrews & Co., Ft. Worth, and Eugene Early, of the Seley, Early Grain Co., Waco, are members of the firm. Mr. Andrews will manage the business.

Galveston, Tex.—Grain exports for May were 188,571 bus. of corn, with no wheat; compared with 278,400 bus. of wheat and 8,660 bus. of corn for May, 1904. Exports for the 9 months prior to June 1 were

32,000 bus. of wheat and 5,606,117 bus. of corn; compared with 11,093,771 bus. of wheat and 3,406,373 bus. of corn for the corresponding period of last season as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

WASHINGTON.

Bellingham, Wash. — The wholesale grain dealers have made a determined demand on the Northern Pacific Ry. for the same terminal rates as are enjoyed by other sound cities.

Spokane, Wash.—The Spokane Flour Mills will build 3 steel tanks, with a combined capacity of 250,000 bus., as an addition to its plant, which will give 4 times the present capacity. The addition will cost \$15,000, and \$25,000 worth of machinery has been ordered from the Barnard & Leas Mfg. Co. for the equipment. L. C. Lens is mgr.

WASHINGTON LETTER.

Orofino, Idaho.—Boehl & Son have definitely decided to build a flour mill to have a capacity of 125 barrels per day.

Caldwell, Idaho.—The flour mill owned by the Caldwell Milling Co. burned to the ground recently. The loss amounted to \$23,000; \$8,000 insurance.

Dayton.—Only one barley crop is being held in this (Columbia) county by the owners, this being a lot of 16,000 sacks. The owners were holding for 95 cents clear.

Portland, Ore.—More wheat was exported from Portland for the ten months of the cereal year ending with May 1 than from any other port in the United States. During that period 1,451,303 bus. of wheat were exported. The total value of the wheat and flour exported from Portland amounted to \$3,915,681 for the 10 months.

Bellingham.—The grain men of this city held a meeting recently to discuss the discrimination in rates existing on the Northern Pacific Railway between Bellingham and eastern Washington. This was but a preliminary to a gathering of all shippers of the city this week, when definite steps to protest will probably be taken. The grain men of Bellingham have become tired of paying from 50 cents to \$1 or more per ton than up-Sound competitors.

Walla Walla.—Flour shipments to Japan have ceased temporarily, and it is not likely that much more flour will go forward until next fall. One Sound mill alone has shipped 800,000 sacks of flour to Japan within the past 6 weeks. The Minnesota took over 7,000 tons of flour on her last trip. The millers all had heavy orders to fill because of the Japanese demand, and the wheat stocks were not heavy enough to carry them clear through the big rush. Practically all of the old wheat in this state is in the hands of the millers, and most of it has been ground into flour.—M. C. E.

WISCONSIN.

Beldenville, Wis.—H. O. Junkman is rushing the work on his eltr.

Baldwin, Wis.—J. P. Larson & Co. have succeeded A. B. Peterson & Co.

Oconto, Wis.—The Globe Milling Co., of Watertown, will build a 40,000-bu. eltr. in connection with its mill.

Madison, Wis.—The amendments to the grain inspection bill desired by Superior were passed by the senate May 22.

Dayton, Wis.—W. H. Richardson is equipping his eltr. with an improved Hall Distributor and 2 Hall Non-Chokable Boots.

Milwaukee, Wis.—Geo. D. Emery, formerly with Bartlett, Frazier & Carrington, has sold his membership in the Chamber of Commerce.

Madison, Wis.—The senate on June 6 concurred in all the assembly amendments but one, to the railroad rate commission bill.

Madison, Wis.—The senate on June 5 passed the bill providing for local taxation of eltrs. and coal docks not owned exclusively by railroads.

New Richmond, Wis.—The New Richmond Roller Mills Co. is building an addition to its North Side eltr. The Farmers Grain Co. is also buying grain.

Superior, Wis.—C. C. Wyman & Co., recently incorporated at Minneapolis, have taken offices with Crumpton & Crumpton and applied for membership in the Board of Trade.

Prairie du Sac, Wis.—Geo. F. Meyer has purchased the interest of H. C. Keysar in the firm of H. C. Keysar & Co., and the business will be continued under the firm name of Cook & Meyer, Mr. Cook retaining his interest in the business.

Milwaukee, Wis.—The Chamber of Commerce has cut off the quotations on wheat, corn and privileges from the Western Union and Postal Telegraph Companies and the local bucket-shops. The markets will be supplied to the telegraph companies if the latter will furnish a list of their subscribers.

Madison, Wis.—The officials of the Wisconsin Grain Dealers Assn. merit the hearty support of every shipper of the state in their earnest work for the Reciprocal Demurrage bill. They have appeared before the comites of the two houses at different times and presented irrefutable arguments in support of the very fair provisions of the bill.

Superior, Wis.—The deal in which the Republic Eltr. Co. was trying to secure the Minkota Mill of the Standard Milling Co. has been declared off, as the Lake Superior Terminal & Transfer Ry. Co. refused to sell its 55 ft. right-of-way over land located between the properties of the Minkota Eltr. and the Republic Eltr. Co. The Republic Eltr. Co. will improve its plant to the extent of \$35,000, practically making a new eltr. out of the old Grand Republic, with capacity of 250,000 bus. The latest and most up-to-date equipment will be installed, and it is expected that the repairs will be completed in time to handle the western wheat crop.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to June 12 have been 196,884,000 bus., compared with 213,418,000 bus. for the corresponding period of the preceding season.

Corn receipts for the present crop year prior to June 12 have been 165,269,000 bus., against 157,420,000 bus. for the corresponding period of last season.

Seeds

Uniopolis, O.—Clover and other grass growing fine.—McMorran Bros. Co.

The Ohio Dept. of Agri. reported the condition of clover on June 1 as 94 per cent and of timothy as 87 per cent.

The Union Grain & Hay Co., of Cincinnati, O., on May 27 sold to a Hamburg, Germany, firm 10 cars of Kentucky blue grass seed to be shipped by I. F. Tabb, of Mt. Sterling, Ky.

C. B. Strong will take charge of the seed department in the new branch house which has been established at San Francisco, Cal., by the Chas. H. Lilly Co., of Seattle, Wash.

The Holloway Seed & Floral Co. has been incorporated with Clarence Robinson as secretary, and has succeeded the Holloway Seed & Grain Co., Dallas, Tex., of which G. R. Holloway was manager.—J. S. W.

The term "rejected" as used in the classification of seed at Toledo is a misnomer; it should be changed to "No. 4," and the seed now graded "n. e. g." should be branded "rejected." Drop the name "n. e. g."—E. J. Norton, Greenfield, O.

The clover crop is promising, but we can not fully depend on that, says E. W. V. Kuehn. There is still a demand for seed in small lots, and during July, if the demand proves to be as strong as that of former years, Toledo holders of seed will be cleaned out of every bit of seed now in store, which at present amounts to about 2,000 bags.—H. D.

In justice to country seed buyers newspapers which publish the seed markets should publish the range of prices for the different grades, rather than only the price for the contract grade. The growers see the published price and call us robbers because we can not afford to buy their low grade seed at prime prices. The disseminators of seed market information should tell the truth.—E. J. Norton, Greenfield, O.

Chicago received during the week ending June 10 40,000 pounds of timothy seed, 44,000 pounds of clover seed, 1,620 pounds of other grass seed and 900 bus. of flaxseed; compared with 40,200 pounds of timothy seed, 22,000 pounds of clover seed, no other grass seed, and 2,000 bus. of flaxseed during the corresponding week of 1904. Shipments for the week have been 480 pounds of timothy seed, 540 pounds of clover seed, 660 pounds of other grass seed, and no flaxseed; compared with shipments of 43,150 pounds of timothy seed, 1,240 pounds of clover seed, 57,360 pounds of other grass seed and no flaxseed for the corresponding week a year ago.

The damage to the growing wheat crop of India by late frosts is estimated by J. A. Robertson, director general of statistics, in a statement given out Mar. 11, to have been 10 to 15 per cent on the 7,389,000 acres of the Punjab; 25 to 50 per cent on the 8,400,000 acres of the United Provinces; a very small percentage on the 3,479,000 acres of the Central Provinces. The 2,349,000 acres of Bombay and Sind is 5 per cent less than last year's area. The condition of the 1,155,000 acres in Hyderabad is 73 per cent; and of the 1,448,000 acres in Bengal 95 per cent.

Annual Meeting Grain Dealers National Association

The Ninth Annual Meeting of the Grain Dlr. Nat'l Assn. was called to order in the Cataract Hotel, Niagara Falls, N. Y., June 2, by Secy. Stibbens.

In the absence of the Pres., the 1st and the 2d vice-pres., D. Hunter of Hamburg, Ia., was elected Chairman of the meeting.

The invocation was offered by the Rev. A. S. Bacon of Niagara Falls.

Mayor Cutler of Niagara Falls welcomed the dealers to "best known small-town of the world."

F. Howard Mason, Secy. of the Buffalo Chamber of Commerce, welcomed the dealers in behalf of the Exchange and wished for harmonious deliberations for the meeting. If your organization is to carry on work in the interest of all, self must be set aside and each work for the interest of all.

F. O. Paddock of Toledo responded. We take the following from his address:

From Mr. Paddock's Response.

Mr. Chairman, the Honorable Mayor of Niagara Falls, and Mr. Mason, representing the Merchants' Exchange of Buffalo, Gentlemen:—

On behalf of men from the Dakotas and the other great spring wheat states of the Northwest, on behalf of men from the sun-kissed, wind-swept prairies of the Southwest, on behalf of men from the fertile valleys of the Ohio, the Missouri and the Mississippi,—the greatest producing empire of the world; on behalf of men from the East and from the South, and from all the great grain markets of the United States, and represented by membership in the Grain Dealers' National Ass'n, I desire to thank you most heartily for your cordial welcome. I am glad to be here, and have the assurance of your bountiful hospitality. My first sight of the beauty and the grandeur of Niagara Falls was

on my return from the Centennial at Philadelphia, in 1876. I was about strapped, as they used to say in those days, when I reached Niagara, and did the Falls on foot. My next view of this lovely place was rose-colored, rain-bow-tinted, for I was here on my wedding trip (some of you fellows know how it is yourself), and while I had money for the ordinary expenses of a wedding tour, I went home strapped, for I had done the Falls with my bride in a carriage, that was a good many years ago, before cab fares were regulated, and bridal pairs were the proper objects of the cabman's graft and greed. Nevertheless, I would a hundred, yes, a thousand times, rather be robbed of my money than be robbed of the Falls.

Gentlemen,—we are living in the greatest, the fiercest commercial era in the world's history. Commercialism used to stand for the honorable conduct of business and commerce on land and on sea, and men who grew rich by other than right methods were called in plain English, robbers and pirates; but to-day, what crimes, O Commercialism! are committed in thy name!

As I understand it, the objects of this meeting are to discuss matters that are for the best interests of the members of the Association; to devise the best methods for handling the great surplus agricultural products of the country, at the least possible cost to the producer, and leave a fair margin of profit for the capital and brains put into the business in whatever place or capacity they are employed; to get rid of bad methods; to avoid, if possible, heavy losses while conducting the business. How are you going to do it?

Some of the subjects for consideration then, it seems to me, are:

1st. Have the railroads given grain shippers better service than last year?

2nd. Have terminal markets made any improvement in their methods and promptness in handling grain?

3rd. Are weights more correct and uniform than a year ago?

4th. Has the result of the year's business been satisfactory and have you had a fair share of the prosperity en-

joyed by all the other branches of trade the past twelve months?

5th. Has the inspection of grain in all of the markets been uniform and fair?

6th. Are you satisfied with the rules and regulations governing the various exchanges, and especially those which are dominated by political influence?

If we succeed in answering these and other important questions that shall come before us, and devise improved methods for conducting our business and increase, if possible, the good feeling between shippers and receivers, between buyers and sellers, we shall have accomplished that which has brought us together.

Right here let me ask, why are Exchanges and Boards of Trade organized and maintained in the large primary markets? As I understand it, they are for the purpose of handling the surplus crops of the country to the best advantage. There buyers and sellers meet, daily,—millers and exporters as buyers for immediate and future needs, the commission merchant and owners of country elevators to sell and hedge for spot and future delivery what the farmers bring to them; perfectly right and proper methods for carrying on the grain business and sanctioned by the recent decision of the Supreme Court. But in some instances, like unto the money changers in the Temple, "Ye have made it a den of thieves." I need only to refer to the May corn deal of last week to prove conclusively that "there is something rotten in Denmark," and that a radical change should be made in the methods of at least one Board of Trade.

Secy. Stibbens read the following reports:

Secretary's Annual Report.

This is my fourth and last report to this organization, and if it falls short of your expectations, I assure you it will be no surprise to me, as circumstances over which I had no control have been forced upon me, which were not beneficial to the best interests of the ass'n.

SEALING SYSTEMS.—The question of seals has been gone into thoroly during the past year and the matter of using consecutively numbered seals instead of those with duplicate numbers has been well canvassed with the various railroads with varied results. Railroad companies using the duplicate sealing systems hesitate to change on account of the expense that would be incurred in making such a change and the maintaining of a consecutive system, and rather than spend the money such a change would make necessary, pretend to see no advantage in the use of consecutively numbered seals. This is an inconsistent claim, as anyone who is conversant with the subject knows full well that the duplicate sealing system is ineffective.

My investigations have proved that it is a common occurrence for railroad employees to reseal cars day after day with seals of the same number, without recording any by the first resealing. Therefore, I contend that railroad companies using duplicate seals cannot, by their records, tell that the original seals remain intact.

My correspondence with the various railroad officials convinces me that there are some who are not willing to use any but the most economical system, having little or no regard for the safety of the cars' contents.

Considerable influence has been brought to bear on the various terminal weighmasters to make record of the seals on all cars of grain upon arrival at unloading points. In this connection I desire to state that such records are of very little value if the railroads use the duplicate sealing systems, as cars that are broken open for inspection and sampling and resealed, may be afterwards broken into and robbed many times, with no change in the seal record.

New Officers.



Pres. M. F. Dunlap; Director at Large H. L. Goemann.
1st V-Pres. Chas. England; 2d V-Pres. Fred Mayer;

In this case the weighmaster's records would show the car properly sealed with the same number that was placed on after inspection and sampling.

In view of these facts I would recommend that grain shippers place their own individual seals on each and every car they load and to be sure they have no two seals of the same number. Many private concerns are already using their own seals, consecutively numbered, and among these is the Chicago Board of Trade Weighing Department. The railroads themselves also recommend the use of private seals, and they really consider thoro sealing systems advantageous.

In concluding the subject of seals, I desire to offer the following resolutions: Resolved, that the Grain Dealers' Nat'l Ass'n, through the medium of its published reports, advise, urge and request the various shippers of grain and throughout the country, to apply on all cars shipped by them, seals bearing their own private mark, said seals to be numbered consecutively, and that a record of same be made as applied, and be it further

Resolved, that this Ass'n request the various state inspection Departments and Boards of Trade to provide their inspectors and samplers with individual seals, such seal to be consecutively numbered, and that the said inspectors and samplers be ordered to apply these seals on all cars of grain upon which they perform such services as may necessitate the breaking of seals, and that they be further instructed to make a complete record of seals broken and applied by them, and be it further

Resolved, that copies of these resolutions be forwarded to the various inspection departments, Boards of Trade and Exchanges, grain associations and grain journals.

ARBITRATION.—During the past year we have had presented to the association for arbitration seventeen cases, ten of which have been decided, involving \$1,023.15; the other seven cases are in course of completion, and will be ready for the committee at an early date.

COMMITTEES.—As each Chairman of all standing committees will make a report in detail of the work done, it is unnecessary for me to go into the matter.

WITHDRAWAL OF STATE ASS'NS.—On October 21st, 1904, the Directors of the Illinois Grain Dealers Ass'n served notice on the National, through its Secretary, that they considered themselves withdrawn and would cease paying dues but at that time they were indebted to the National Ass'n to the amount of \$621.00. The matter was placed before your directors and they instructed the Secretary to take the necessary steps to collect the amount. After exhausting every persuasive measure, suit was commenced against the officers and members of the Illinois Ass'n, and the suit is still pending.

The Iowa Grain Dealers Ass'n notified us March 25th, 1905, that their Board of Managers had decided to sever their connection with this Association, to take effect April 1st, their dues being paid up to that date.

The New England Association withdrew in December, 1904, after a hard struggle to maintain their association, but in order to do so they were compelled at their last annual meeting to reduce their dues to \$2.50 per year, and of course they were unable to continue their affiliation with this association under such circumstances.

WITHDRAWAL OF REGULAR MEMBERS.—The past year has been disastrous to the National Ass'n, as there has been forty-one withdrawals among its regular members, because they could secure membership in the state ass'ns, which would give them a vote in the National meetings for one dollar per year. Several of the state ass'ns have made a specialty of soliciting members among the receivers, which was contrary to the constitution and by-laws of the National Ass'n, and a violation of their agreement when they affiliated with this ass'n, and solicitation of members among the receivers by state ass'ns for the purpose of increasing their revenue, was suicidal to the best interests of the National.

STATE ASS'NS IN GOOD STANDING.—Ohio Grain Dis Ass'n, 122 members; Indiana Grain Dis Ass'n, 281; Grain Dealers Union S-W Iowa and Mo., 115; Texas Grain Dealers Ass'n, 136; Tri-State Grain Dealers Ass'n, 258; Buffalo Grain Dealers Ass'n, 22; No. Dakota G. D. Ass'n, 30; total affiliated members, 964; regular members, 275; total membership, 1,239.

FINANCES.—This has been the most difficult year of my four to collect dues, and we have sent out more statements to secure the funds received than ever before. The amount of delinquent dues will explain to you why this organization has not had sufficient funds to carry on aggressive work and do the necessary advertising. I can say to you candidly that each month for the past six has looked like the end of the National on account of no funds.

CONCLUSION: My note of warning to the ass'n is to eliminate and annihilate all politics from the affairs of the ass'n. Inject into it all the hard work and enthusiasm that each member can consistently give, and not leave the ass'n to be led blindly by a few of us over-zealous enthusiasts.

Work of this character by a majority of the members will make the National Ass'n an indispensable organization to the grain trade.

Chairman Hunter appointed the following committees:

Credentials: E. L. Rogers, of Pennsylvania; P. E. Goodrich, Indiana, and F. O. Paddock, of Ohio.

Resolutions: Chas. England, Baltimore, Md.; J. W. McCord, Columbus, O.; D. G. Stewart, Pittsburg, Pa.

Auditing Committee: H. S. Grimes, Portsmouth, O.; B. A. Boyd, Indianapolis, Ind., and J. B. Hax, Baltimore.

Nominating Committee: H. L. Goemann, Toledo, O.; Geo. Reed, Boston; M. F. Dunlap, O'Fallon, Mo.; A. E. Reynolds, Crawfordsville, Ind.; J. A. Clark, Baltimore; F. P. Lind, Kansas City, Mo.; G. F. Swift, Battle Creek, Mich.

Adjourned to 2:30 p. m.

Friday Afternoon Session.

Chairman Hunter called the afternoon session to order at 2:45 and read a communication from the Buffalo Chamber of Commerce asking the Ass'n to prosecute vigorously all parties forging Bs-L by reason of which any member suffers loss.

The Chamber offered to co-operate with the Ass'n in securing needed legislation to protect the trade against loss on account of forged Bs-L.

The communication was referred to the Committee on Resolutions.

In the absence of H. A. Foss, his asst., A. E. Schuyler of the Chicago Bd. of Trade Weighing Dept. read the report of the Grain Car Equipment Comite from which we take the following:

Report of Car Equipment Committee.

The Grain Car Equipment Committee of the Grain Dealers Nat'l Ass'n, in submitting its second annual report, begs leave to say that the efforts of the previous year's work have borne fruit, and we are hopeful of further good results.

As mentioned in our first report, the Committee established such an excessive number of car leakages that railroads provided more careful car inspection.

We also desire again to call the attention of members to the fact stated in our last report: that leakages are frequently due to bad order cars furnished in times of car famine and that such famine may often be due to mismanagement of equipment actually on hand, instead of to lack of sufficient cars in which case continued to cast against poor cars may result in bringing good ones.

We may say, in further review of the year's work, that a vigorous protest by the Committee against the kind of grain doors in use by a road terminating at Chicago has resulted in suitable attention to the matter by the road, which is now furnishing a better door.

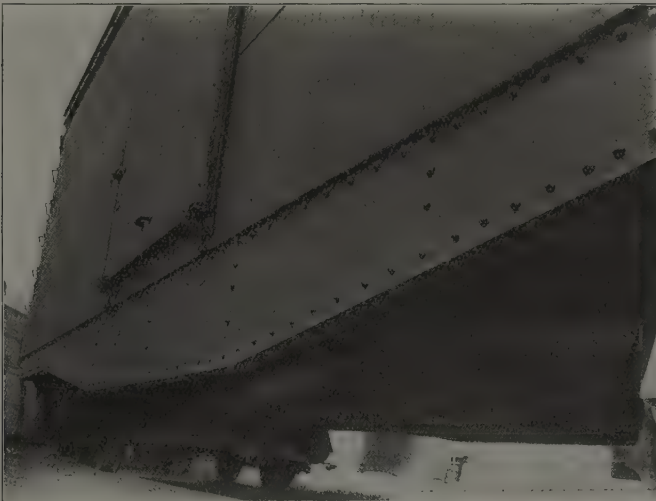
Finally, as an introduction to the body of this report, we would recall the attempt made last year to have steel linings put into a few of the older cars.

We have found considerable unwillingness on the part of the railroads to go to the expense of rebuilding their old cars, preferring rather to allow them to outlive their usefulness and then replace them with new stock. They do not care to be led into the temptation of building car linings in old cars with the danger that an experiment in that direction might prove a success. For their part, they suggest perfect insurance against shortages by a method of shipment which is prohibitive on account of cost, namely, in sacks.

Therefore, considering the attitude of the railroads, little good is to be expected in the direction of lining old cars.

But, on the other hand, it is a most hopeful fact that as a result of the agitation which the grain dealers have stirred up, the railroads, with few exceptions, have lately shown a due appreciation of the necessity for a stronger car by turning out new cars built on far more rigid and substantial lines.

Gradually the new cars are putting in their appearance and we have much good to say of their quality. The railroad companies seem to have in view the safer transportation of merchandise entrusted to them, and if future cars continue to improve, we shall see a great decrease in loss on account of leaky cars. Let it be borne in mind that cars must



Steel Beams of New Grain Cars.

be built to carry freight and freight is grain only on certain occasions. We have inspected and photographed several of the later cars, and they seem to meet the requirements of the grain trade. I have here a few of these photographs which show various kinds of construction. (See illustrations herewith.)

We have found differences of opinion among railroad officials as to the proper material for the construction of cars. All seem to agree that steel should be used to a greater or less extent, many of them favoring the steel under frame in all cases, while others are opposed to it unless the upper or body frame is also of steel. Some, however, still cling to wood for the under structure, but by means of steel plates reinforce the door, end and side posts. Our investigations have convinced us that these posts should be reinforced regardless of the construction of the under body. Where the understructure is of steel, a flange should be placed across each end of the car at the bottom to prevent breaking out or loosening of the end sheathings. Yard masters inform us that this is the weakest point in cars constructed with steel under frames.

I have here photographs of a car with the framework made entirely of steel. This car was designed by Mr. C. A. Seley, Mechanical Engineer of the Rock Island System. The entire side of the car is a truss, and I am assured that the rigidity of the frame will prevent the racking of the car box, thereby relieving much of the strain on the side sheathings, which is one of the points where serious leakage occurs. A master car builder expressed the opinion to us that a car so constructed made the best car for all kinds of freight. His contention, so far as we are able to judge, seems to be well based.

Moreover, besides the disagreement mentioned, as to proper material, a great obstacle to the construction of the ideal car, is afforded by the constant dissension between the various departments of railroads. Each department is interested in making the best showing for itself. One department wants the cost as low as possible; one, the weight of the car as light as possible; another, a low cost of maintenance, which means a well constructed car. The master car builder, or mechanical engineer, whose prime object in designing a car is quality, upon submitting his plans for approval, finds that he is hampered by the selfish criticism of the departments that either pay for, handle, or maintain the

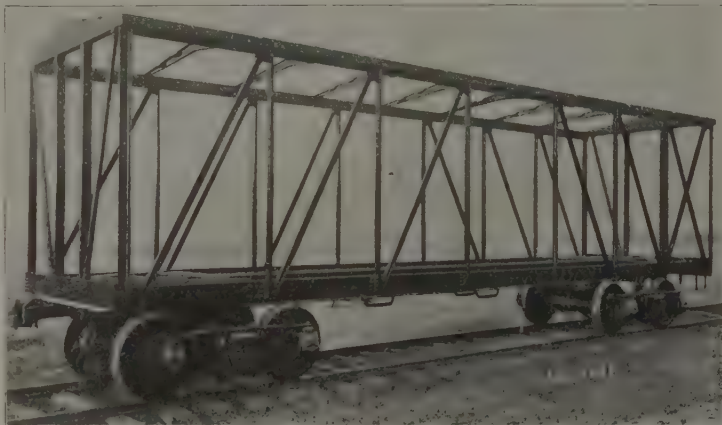
equipment. This friction, as a matter of practice, has always worked to the detriment of the shipper, and, in the long run, to the railroads as well.

But, to return to the dominant present day conditions, we would caution shippers, as they ought to be cautioned, over and over again, not to be lax in loading older cars, because of the prospects of new equipment in the future and to effectively guard their interests by carefully preparing and cooping such old cars as they load, and even to spend a little extra time and money where it will aid in securing better returns on

grain received at one Chicago inspection yard.

The car that is not fit for grain without undue cooping should be black-listed, and for such we would advise an absolute refusal, except under the most extreme cases of car famine. In such cases we would suggest that the necessary cooping be done, and that a request be forwarded to the terminal weighmaster to make a special examination upon arrival of such unfit cars.

As a part of the field for careful cooping, attention to grain doors (ordinary and patent), will be a perennial



Steel Frame of New Grain Car.

their shipments. No doubt, the majority know that it is a difficult matter to secure settlement from the railroads, and for this reason, too, no precautionary efforts on the part of the loaders should be overlooked.

To show that good cooping is still a matter of vital importance, I have prepared a comparative table of leakages for 17 days each in the Spring of 1904 and the Spring of 1905, covering cars of

necessity. The Weighing Dept. of the Chicago Board of Trade has been called upon during the year by one railroad to make a report on a certain patent grain door, and the result of this investigation demanded an adverse report. Many models with which we have experimented, have worked very nicely, but when full sized doors were built and subjected to practical tests, they did not meet the requirements.

No part of the grain car equipment has received so much attention from inventors and elevator men as the grain door, and on no part of the equipment has so much money been spent for patents and with such poor results. There have been hundreds of grain doors patented, and on a large majority of these doors patents were obtained by the inventors without determining their practicability and usefulness by an actual demonstration.

The subject of patent grain doors has received considerable attention by the committee, and our conclusion is that such doors will never prove successful under such treatment as is now accorded them. We have repeatedly witnessed the destruction of brand new patent doors at elevators and unloading points without any effort whatever being made to take advantage of labor saving attachments on them, and we believe that the railroads should hold elevators, warehouses, mills, etc., that permit this wanton destruction of doors, financially responsible, and we do not believe in the fact of this treatment of their property, that we can blame the railroads for putting a ban on expensive patent grain doors. No doubt, the general, unavoidable failure of patent doors to work freely, together with the inexcusable persistency of the shippers in spiking patent doors to the posts, is in a large measure to blame for this mutilation.

Where patent doors are provided, the purpose is to secure the continued use of the door in the car. A patent door, without a pressure release to aid in opening the door, requires so great an effort to open, that the door is very frequently mutilated. The object for which the patent attachments were provided is thereby lost. On the other hand, we have never found a patent grain door provided with a pressure release which was proof against leakage. Therefore, we would prefer above all patent doors, a good, substantial temporary door, such as a few railroad companies are now furnishing to a limited extent.

Hoosiers by the Restless Niagara.



E. B. McComb; J. M. Brafford; P. E. Goodrich; Tom Morrisson.
F. M. Murphy; A. E. Reynolds; T. C. Crabbs; E. W. Bassett.

One of the most novel ideas for a grain door, that has come to our attention, is a compressed paper door. This product is called Vulcanized Cellulose, and is made by treating and subjecting waste paper to hydraulic pressure. Cellulose is now used in the manufacture of furniture, picture frames and other articles of commerce. The manufacturers contend that cellulose has double the strength of ordinary No. 2 pine, and is more economical. The grain door to be made by the vulcalose process is to be $\frac{3}{4}$ ths of an inch in thickness and will weigh about 40 pounds. If you are interested I would be glad to have you examine the sample of stock which I have here, and from which it is purposed to manufacture temporary doors. Its backers, who are prominent railroad men, are sanguine of its success and believe that it affords a solution for the grain door problem.

Col. Rogers of the Comite on Credentials presented the following report:

Report on Credentials.

Niagara Falls, N. Y., June 2, 1905.

To the Grain Dealers Nat'l Ass'n, in Convention Assembled:

Your Comite on Credentials beg to submit their report, as follows:

That by the books of the sec'y we find the affiliated membership to be composed as follows:

Ohio Grain Dirs. Ass'n entitled to 122 votes, 7 delegates.

Indiana Grain Dirs. Ass'n, 231 votes, or 15 delegates.

Grain Dealers Union of S-W Iowa and N-W Mo., 115 votes or 6 delegates.

Texas Grain Dealers Ass'n, 136 votes, 7 delegates.

Tri-State Grain Dealers Ass'n, 258 votes, 13 delegates.

Buffalo Grn. Dirs. Ass'n, 22 votes, 2 delegates.

North Dakota Grn. Dirs. Ass'n, 30 votes, 2 delegates.

The number of regular members present your comite is unable to say—the sec'y not having his registry complete.

Each regular member in good standing in the convention is entitled to and shud hold a membership card, which may be obtained of the sec'y, and only those holding such a card are, strictly speaking, entitled to a vote in the convention.

We learn from John O. Foering, Pres. of the Chief Grn. Inspectors Ass'n, that 15 Chief Inspectors are present. It has been customary for this assn. to hold its annual meeting at same time and place of the Grain Dealers Nat'l Ass'n.

Mr. A. T. Anderson, Comisr of the Nat'l B'd. of Trade, is present by invitation of this ass'n.

Respectfully submitted,

E. L. Rogers,

F. O. Paddock,

P. E. Gpodrich.

Chairman H. L. Goemann of the Directory, read a new Constitution and By-Laws embodying the proposition to re-

organize the Ass'n on the direct membership plan.

H. S. Grimes moved the reference of the plan presented to a comite of five to consider and report Saturday morning. He explained that he made the motion to permit a discussion of the report in hope of securing a strong effective ass'n as the trade had formerly.

Mr. England opposed the reference of the report to another comite.

S. C. Woolman opposed action and asked for an explanation.

H. L. Goemann: The Ass'n is not an organization in reality. It exists only in name. We have no money. The Iowa Assn. has withdrawn, the Illinois Ass'n refuses to pay. We must arrange for financial support. Affiliation has failed.

W. P. Pitt: The arbitration feature of the Nat'l Ass'n is very beneficial to Eastern buyers and I wud regret to see it abandoned.

E. L. Rogers: I favor the adoption of the plan presented today. Unless we can do something now we can just as well as give up the organization and go home.

A. E. Reynolds: The Nat'l Ass'n is facing a crisis. It has been in bad condition for a year and we have wondered what was best to do. The trade needs a Nat'l Ass'n, we can not force the payment of affiliated dues. How will we support it? The improvements effected in the trade during the last few years by the Assn. has been marvellous. We can not do without them. The condition of the trade 20 years ago was not enviable, while today the grain dealer is a leading man in his town and the conditions surrounding his business are favorable to his easy success. We are not ready to give up our organized efforts to improve trade conditions. I am not convinced that affiliation is responsible for our present condition. I stand for a Nat'l Ass'n, I am not convinced what is the best plan. We can not afford to let our grain assn. go to pieces. To these sentiments I will lend my very best assistance. [Prolonged applause.]

M. F. Dunlap: I have an inspiration. [Laughter.] If we would send a man like Mr. Reynolds or Mr. Paddock to the delinquent assn's they would give them some of their enthusiasm and quickly come in. I have great admiration for the plan upon which our government operates. The states and counties come

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Ohio Delegates on the Maid of the Mist.

close to the people and delegate the power to the Nat'l Government. The affiliation plan is the best and I favor our present plan.

Mr. Pitt: I think we wud make a great mistake to change our plan.

J. M. Brafford: We in Indiana are satisfied with the affiliated plan and we have always paid our dues. I believe it wud be best to continue at least one year more on the present plan. I believe the dissolution of the Nat'l wud be followed by the dissolution of the state and the local assns. I believe we can settle any difference between the state assns. if we go about it right, and get them all working together again.

L. S. Churchill: I wud regret greatly to see the Nat'l Assn. abandoned. I believe we shud have some of our good talkers visit the state assns. and tell them of the good results of our work. Get them in with us.

F. P. Lint: I would be one of 100 to loan the assn. \$25, or one of 50 to loan it \$50, so that it may have funds to run. With either plan we must have funds to get the work done.

J. W. McCord: You can not have a Nat'l Assn. without the \$1 men. You must have their support. I am in favor of the affiliated plan, first, last and all the time, and Ohio will support the assn. We will pay all our dues, as we have always done. We must have the backing of large numbers in order to have influence.

H. S. Grimes: The Directors have received no return of their expenses incurred attending the meetings of the Board during the last year. We have had three meetings, and some of us went to Washington in the interest of the assn. without a dollar expense money. We have donated it to the assn. and will do so again. I never received any expenses except six months of the time I was President. I believe if we can induce Ed Reynolds to be President and induce that other enthusiast, Mr. Dunlap to visit the disgruntled state assns., we can continue on the present plan. [Prolonged applause and cheers.]

W. Kirwan: I am in favor of continuing the present plan.

J. M. Brafford: I can not see where we wud gain anything financially by the new plan.

W. B. Foresman: I think that we cud afford to increase the affiliated dues to \$2 until all the assns. see where their interests lie.

H. G. Morgan: The advantages of the Nat'l Assn. are so great we can not afford to drop it. I believe all will see it the same way in time. I attended a meeting of this assn. 7 yrs. ago at the Chicago Beach Hotel, and you did not have near as many present as you have here today. I believe you shud hesitate to change your plan.

John B. Daish: Someone here said we needed ginger—make it turpentine. You sit here and listen what is said. You know what is going on, but you do not tell your neighbor. You neglect to put them next.

[Mr. Daish then recited in detail the fight on the uniform B-L made in behalf of the Grain Dealers Nat'l Assn. and the Nat'l Hay Assn.]

The grain shippers of Ill. especially were helped by our work. The law of Illinois was favorable to the enforcement of the B-L. However, the form was abandoned and a comite from the shippers and carriers will meet in this hotel next Monday to attempt the drafting of a new bill.

You have been helped by this assn. in many ways, and you know it. Tell your neighbor about it and get him in.

I believe the affiliated members shud pay at least \$1 per elevator—be taxed according to the benefits.

Chas. England: As a member of the Comite from the Nat'l Hay Assn. delegated to call on Pres. Roosevelt to express our appreciation of his stand for regulation of freight rates. Fortunately we were joined by a delegation from the Grain Dealers Nat'l Assn. We were received very cordially by the President, and our visit was of benefit to the shippers of the country. As a member of this assn. I wud regret very much to see it abandoned.

A. T. Anderson, Com'isnr. Nat'l Bld. of Trade, advised against the dissolution of the assn., and assured the delegates

that if each wud do his utmost the organization wud succeed.

A recess to 8 p. m. was taken.

Friday Evening Session.

The meeting reconvened at 9 p. m.

F. M. Murphy asked for a clear explanation of the effect of the contemplated change.

H. S. Grimes explained and asked Mr. Murphy to explain what the Nat'l Assn. did at Cincinnati in the matter of forged Bs-L.

Mr. Murphy explained that the meeting was called within three days. I believe all are of the opinion the Nat'l Assn. should be continued, and on the present plan. I know the Illinois shippers very well, and I believe if the matter is properly presented at their meeting they will come back to us.

Geo. Beyer: The directors of the Illinois Assn. withdrew from the Nat'l Assn. because they felt they were not receiving benefits. I believe if a comite of the Nat'l Assn. will attend the coming meeting in Decatur the difference can be adjusted.

H. G. Miller: At the last meeting of the Governing Board of the Nebr. Assn. Pres. Duff and I were appointed a comite to attend this meeting. He was detained, but insisted that I come. I believe sentiment is changing in Nebraska, and doubt not that by another year our assn. wud consider affiliation favorably.

F. M. Murphy: I believe the withdrawal of the proposition wud simplify our way out of the difficulty.

H. S. Grimes, with the consent of his second, withdrew his motion.

J. W. McCord moved that the report of the Comite on Reorganization be laid on the table. Carried.

Adjourned to 10 a. m. Saturday.

Saturday Morning Session.

Chairman Hunter called the meeting to order at 10:40 a. m. and asked for the reading of the Grain Improvement Comite's report.

In the absence of Chairman J. L. McCaul it was read by the Secy. From it we take the following:

The Report of the Committee on Grain Improvement.

The youngest delegate in attendance can easily recall the period when five-dollar land, ten-cent corn and fifty-cent daily labor were the rule in the middle west. Little thought was then given to organization of grain men or to any other organization that did not in some manner embrace the theory of anti-monopoly. The transition to seventy-five-dollar land, forty-cent corn and two-dollar per day wages has not been rapid, but has transpired with the passing years. These enhanced values have been accompanied by increased competition and enforced protection to merchants through organization; one of the most important is now assembled.

The days of virgin soil and increasing acres furnished little anxiety as to the volume of business the pioneer grain dealer might enjoy; the limit of production practically accomplished, diminishing acres, if you please, is no longer a theory but a stern and grim reality that confronts the modern grain dealer. How to gather from the same acreage enough bushels to insure a reasonable compensation to each grain dealer now engaged in the trade is a problem that interests not alone the producer but most vitally interests every grain dealer on this continent.

It is true that irrigation, and we heartily applaud the measures that work for its development, will add materially to the grain acreage of this

Two Cleaner Men and a Hoosier.



F. L. Cranson; C. G. Hammond; E. W. Bassett.

country, but we cannot hope that this increased acreage will in any manner keep pace with the increased competition. We have, as individual grain men, seen the crest of the wave, so far as acreage is concerned. No amount of grumbling and complaining and senseless warfare will reduce the number of grain dealers. There never has been and there never will be a grain dealer's trust. The law of the survival of the fittest may be invoked, but someone will always be found to take up the fight where some disgusted grain merchant may have laid down his arms.

The foregoing being unquestionably true, to what source can we as grain merchants look for relief? In the opinion of this Committee there is but one recourse, and that recourse is to Mother Nature herself. The same acreage oftentimes impoverished through poor and slovenly farming must be rejuvenated through careful and methodical agriculture and be compelled to yield enough additional bushels to warrant not only a stable and munificent return to the producer, but a reasonable revenue to the merchant.

Seventy-five dollars per acre is not an unusual price for good Iowa, Illinois or Minnesota land, and fifty dollars for Kansas, Nebraska and the Dakotas. While the cost of machinery has been reduced, and that recourse is to Mother Nature herself. The same acreage oftentimes impoverished through poor and slovenly farming must be rejuvenated through careful and methodical agriculture and be compelled to yield enough additional bushels to warrant not only a stable and munificent return to the producer, but a reasonable revenue to the merchant.

The average yield of corn in Iowa is practically thirty-three bushels. Fifty per cent could easily be added to the corn crop of Iowa without increasing the acreage or planting an additional kernel of seed, recourse being had to systematic, scientific, common sense methods in the selection of seed and tilling of the soil. The foregoing statement may be so radical as not to be given serious consideration by many of our auditors; we will, therefore, take a more moderate view, and say that five bushels, or fifteen per cent, could be added to the yield of Iowa (which is certainly more than conservative), and the increase in value of the corn crop of Iowa alone would be fifteen millions of dollars.

Selections of suitable seed in Minnesota and the Dakotas for the crop of 1904 would doubtless have added twenty-five million dollars in value to the yield of wheat in those three states. It is a lamentable fact that too many members of the grain trade ignore entirely the conditions that confront them, hoping through some freak of nature the old-time tonnage will be restored to each individual dealer. While the grain dealers, as a rule, have taken very little interest in any efforts toward improvement, the farmers themselves, be it said to their great credit, have risen from the lethargy of former years and refuse longer to blindly sow and plant in the same old, careless, reckless manner, and stolidly resign themselves to the unsatisfactory fact of diminishing bushels. The progressive farmer of to-day, and there are many, is studying diligently the problem of crop rotation, the preparation of the soil, the selection of seed, and the cultivation of crops.

There are many instances to which we can refer of this progress. The wonderful development of the raising of Turkey wheat in Kansas and Nebraska, in states where, a few years ago, it was supposed to be impossible to raise these cereals, and the successful production of this same wheat in Northwestern Canada. The wonderful increase in the acreage and yield of Macaroni wheat in Minnesota, the Dakotas and Nebraska. The successful attempts to increase by the proper selection of seed the wheat yield of Minnesota and the Dakotas are all eloquent testimonials of the wonderful work that is being accomplished by a few very progressive farmers.

The mere mention of these achievements should suffice to arouse an interest in the work which is fraught with so much importance to the pro-

ducer and merchant alike. If a few farmers have accomplished so much, why not arouse a sufficient enthusiasm to multiply many times the results thus far accomplished.

It must be admitted with humiliation that grain dealers of the past have reposed too much confidence in luck, and have given too little thought to the serious problems that confront them. Virgin soil and speculation have made some men rich, while speculation and well-worn soil are destined to make many men decidedly poor. What we have thus far outlined should impress upon every grain dealer the necessity of more thoro and systematic work along the lines of production.

Every successful venture to-day, whether in business or in warfare, is the result of thorough, systematic planning and execution. Working to a definite plan, a plan well thought out and rigidly followed, wins battles, and wins achievements in business life or in farming.

The campaign of education is a very common phrase nowadays. If business men wish to accomplish anything worthy of note they set about to educate the people. If politicians wish to win distinction, this same campaign of education is their refuge. The campaign is on, and unfortunately the educators from our own ranks are not so numerous as might be expected.

The progressive individuals who manage our great railroads very readily grasp the importance of the work to which we have alluded, and during this last spring, by means of special trains bearing professors and other instructors, carried the lesson of good seed and good farming to the farmer's door, and disseminated the doctrine to twenty-two thousand farmers in Minnesota and the Dakotas, forty thousand in Nebraska, and one hundred and ten thousand in Iowa, one hundred and seventy-two thousand farmers listened, many of them for the first time, to principles at which ten years ago they would have sneered in contempt.

The writer has had the pleasure of listening to practical, hardworking farmers reproduce practically the entire lecture told to them but once, establishing beyond a doubt that the modern farmer has a mind open to conviction and eager for improvement.

What can we as grain men do? First, and most important of all, we can, by every honorable means, promote the welfare of the Agricultural College; see to it that its professors are encouraged not only by words but by more substantial remuneration in the form of respectable salaries; furnish means to enable them to prosecute their experiments unhampered. Aid them in every possible way to collect information and assist them in the distribution of this information when bulletins are issued.

Second, we can undertake the organization and conducting of county experimental work such as has been alluded to on County Farms. If such an effort resulted in nothing more than providing the occupants of the County Poor Farms with interesting work it would be well worth the effort.

Third, we can take an interest in Institute work.

Fourth, we can endeavor to have established in our common schools instruction in agriculture, and to prevent incompetent instruction in this line, teachers should be required to study and keep well informed in the rudiments of scientific agriculture.

Fifth, we can, through our local agents, test seed grains for the farmers; we can distribute literature to them bearing upon the selection of seeds and good methods in farming. Our agents could induce the more progressive farmers to select seeds especially adapted to their localities and raise choice grains for seed purposes, and then assist these same farmers in selling the seed thus raised at prices that will be remunerative and encouraging. Not every farmer will raise seed corn, and it is not desired that they should. Let there be a distribution of effort among the different grains. In the matter of seed corn alone it should be the duty of the local agent to impress upon the farmers:

1. Selection of more desirable and healthy ears of corn.
2. Storing of seed corn in a dry place.
3. Testing of seed.
4. Planting early.



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5. Harvesting seed corn early in season before frost.

Sixth, and lastly, but most important of all, we can brush the scales from our eyes and behold the results of scientific investigation as applied to agriculture; we can ourselves read the results of the labors of the men who have devoted their lives to this work. We can place this literature in the hands of others. We can bring the farmer into contact with these progressive men, and with the farmer can listen and learn of much that we never dreamed of. We can in this way apply to our business an effort somewhat out of the ordinary, but in reality the most remunerative of any that we may make, and while helping others, substantially help ourselves. We can insist upon it that every program of every institute, or state gathering, or divisional gathering include instruction from some one of the many who are competent to teach while we listen and learn.

J. W. McCord: In a letter I have just received from Jay A. King, Pres. of the Iowa Grn. Dirs. Assn., he says: "Should it be decided to continue the Nat'l Assn. on the affiliated plan, and it can be arranged in a business-like way, so that something will be doing, I have no doubt Iowa will join the procession."

Chas. England, Chairman of the Comite on Resolutions, presented resolutions of thanks to the speakers and those who welcomed the assn. to the Falls; also to the Cataract-International Hotel for their efforts in providing for the comfort of the members in attendance. The following resolutions were also presented and adopted:

Forged Bills of Lading.

Resolved, that the G. D. N. A., in convention assembled this 3d day of June, 1905, approve of and endorse the efforts now being put forth by the special committee appointed at the Cincinnati meeting, April 13, 1905 (which meeting was called by the advisory committee of this assn.), to work out a plan for safeguarding order B-S-L, and request the committee to continue its work and to convey to the Uniform B-L Committee from carriers and shippers who will meet here next Monday, our desire to have the safeguarding feature very fully and promptly considered and as soon as possible, such provision made as will reduce to the minimum the loss to carriers, shippers, receivers and bankers, incident to manipulation and forgery, which has been so prominently in evidence during the past year.

Also to inform the Uniform B-L Committee that this assn. stands ready and willing to assist in any manner possible the apprehension and prosecution of any person or persons found guilty of said offenses, when the commodities involved are such as are handled by members of this assn.

Private Seals.

Resolved, that the G. D. N. A. request and urge its members to adopt the system of private seals on the consecutive number plan, on all cars shipped by them, and that a record be made as applied, and be it further resolved that this assn. request the various inspection departments and Boards of Trade to provide their inspectors, samplers, and weighers with individual seals, consecutively numbered, and that the said inspectors, samplers and weighers be ordered to apply these seals on all cars of grain upon which they perform such services as may necessitate the breaking of seals, and that they be further instructed to make a complete record of seals broken or applied by them.

Uniform B-L.

Resolved, that this assn. urge upon the carriers of this country the adoption of a Uniform B-L with common low conditions and a uniform classification.

Approval of Rate Legislation.

Resolved, that the G. D. N. A. approve of legislation giving to the Interstate Commerce Commission power to correct and revise freight rates, when after

hearing and investigation it has been by them determined that said rate is unreasonable or unjust.

Endorsement of the President's Recommendations.

Resolved, in view of the public character of the business of common carriers, it is but fair to the people and also to the carriers themselves, that the National and State governments should reasonably and conservatively regulate said common carriers, therefore this convention endorses the recommendations made by President Roosevelt on this subject in his message to Congress; and especially that portion of his message which recommends that the Interstate Commerce Commission be empowered to substitute reasonable rates in lieu of rates declared by the Commission to be unreasonable.

Resolved, that a copy of the foregoing resolution be sent to the president, signed by the President of this Assn. under its seal.

Dravil & Co. W. A. grain, hay, flour bkrs.

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Resolutions of Respect.

WHEREAS, by the death of six of the members of this Assn. since our last meeting, we are reminded of the ever presence of death in our midst, be it

Resolved, that in the death of Albert E. Seckel of Chicago, P. F. Lucas of Kansas City, Geo. Johnson of Evansville, Ind., John H. Miller of Tyrone, Pa., Henry Helle of Cincinnati, F. Kraus of Milwaukee, the Ass'n has lost some of the most esteemed and valued members, and that a page in the records be devoted to the memory of those whose loss we deplore, and that a copy of this resolution be sent to their respective families.

The Comite also recommended the appointment of a comite of 3, of which the Pres. of this assn. shall be chairman, to take up and carry out the recommendations made by F. O. Paddock the preceding day.

A. E. Reynolds read the following letter:

Nevada, Iowa, June 1st, 1905.
Mr. A. E. Reynolds,
Crawfordsville, Ind.

My Dear Sir: Your favor of the 30th is received, and I assure you that it was not intended by me to say that any Ass'n other than I'lls. had refused to pay.

I had in mind to say, and think I did say, that the others had neglected to pay, which at the time of the last Directors Meeting, I understood to be true.

At the Directors Meeting, in March last, the Sec'y reported all Ass'n's in arrears but three, and no money in the treasury.

It seemed to me to be a great loss of time, for the directors at every meeting to be obliged to take up so much of the meeting in the discussion of the question, of how to provide the funds required to keep the work moving, when so much was due and unpaid. If the affiliated Ass'n's delay payment until about the time of the annual meeting, the Ass'n is without funds for considerable part of the year, and cannot make a success of the work. At the last Directors Meeting there seemed to be an idea prevailing that the affiliated plan should end, and the Ass'n reorganized on the direct membership plan.

If the Nat'l will get on a business basis, and it is decided best to continue the affiliated plan, Iowa will probably do her part. Iowa has heretofore done her part in Ass'n work, and is now disposed to shirk, but we insist that if time and money are expended something should be accomplished. There is need of a National Ass'n, and if on the right basis and properly conducted, much good can be done. It should not be so much of a question, who shall do, as, how the work shall be done. Assuring you that I did not intend to misrepresent any Ass'n, and that I hope that the National is a success, I am,

Yours truly,

Jay A. King.

Secy. Stibbens read the following recommendations from the Chief Inspectors Assn., which were adopted:

Uniform Phraseology of Inspection Rules.

Grain Dealers National Ass'n:

At a meeting held this day by the Chief Grain Inspectors' Nat'l Ass'n the following Resolution was unanimously adopted, and I take great pleasure in submitting the same for the consideration of your Ass'n:

"Resolved, That the Chief Grain Inspectors' National Ass'n, in convention assembled at Niagara Falls, N. Y., on this 2d day of June, 1905, do hereby unanimously appeal to the members of the Grain Dealers National Ass'n assembled at the same time and place, to urgently impress upon the several grain trade organizations and Warehouse Commissioners, who at this time control and direct the grading of grain in the several markets of the United States, to adopt a uniform phraseology for the grading of all grains, whereby the grades of grain will be made more uniform, and thereby prevent any excuse being offered for the placing of the grading under the control or direction of the National Government, as has been proposed."

Yours truly,

John O. Foering,
President.

A fund of \$2,500 was voluntarily advanced as a loan by some of those present to enlarge and amplify the work of the assn.

H. S. Grimes presented a resolution endorsing Judge Grosscup's plan to place the Interstate Commerce Commission in a new dept. of the Government, calling for a joint conference of representatives of commercial organizations and railroads to draft a bill satisfactory to both interests for presentation to the next Congress, and the appointment of joint conference comites, composed of representatives of shippers and railroads in each car service assn. territory, to settle amicably, if possible, all transportation questions and disputes.

Carried.

J. M. Brafford moved that the Directors be instructed to withdraw all suits brot against any assn. for dues. Carried.

H. S. Grimes, Chairman of the Auditing Comite, reported the books and accounts of the assn. correct.

H. L. Goemann, Chairman of the Nominating Comite, reported for President M. F. Dunlap, O'Fallon, Mo.; 1st Vice-Pres. Chas. England, Baltimore; 2d Vice-Pres. Fred Mayer, Toledo; Director-at-Large, Henry L. Goemann, Toledo.

All were elected. Mr. Dunlap was escorted to the platform, and thanked the members for the honor conferred, as did Messrs. England, Mayer and Goemann.

F. P. Lint read a telegram from W. C. Goffe, President of the Kansas City Board of Trade, inviting the assn. to hold the next annual meeting in that city.

J. M. Brafford: Moved that the Secy. call the roll of the states in good standing and their representatives in attendance nominate a Directory. Others to be requested to select a Director soon as they pay up. Carried.

Ohio selected J. W. McCord, Columbus; Grain Dealers Union, G. A. Stibbens, Prescott, Ia.; Indiana Grain Dealers, A. E. Reynolds, Crawfordsville.

J. W. McCord moved the amendment of Article II of the Constitution, governing membership, by the addition of the following:

Amendment to Constitution.

Sec. 2a. Every firm, person or corporation engaged in any business closely allied to the lines of business as named in preceding paragraphs, or officials of railroad companies, or agents of fast freight lines shall be eligible to

associate membership in this Ass'n upon signing an application therefor which shall be submitted to the membership comitee. They shall pay the same dues as regular members, and shall have all the rights and privileges of members except those of voting and holding office.

It was adopted by a rising vote.
H. L. Goemann, A. E. Reynolds and E. A. Burks were delegated to attend the annual meeting of the Illinois Assn. to try to induce it to return to the fold.

Recess to 2:30 p. m.

Saturday Afternoon Session.

President Dunlap called the meeting to order at 3:00 o'clock and asked for the report of the Trade Rules Comitee.

Chairman Burks read the following:

Report of the Trade Rules Committee.

Mr. President and Gentlemen:

We, your Trade Rules Committee, to whom the following questions have been submitted, beg leave to report in reference to each as follows:

NO. 1. QUESTION:—A Kansas shipper sells to a mill in St. Louis, a quantity of wheat, at a certain price, delivered at St. Louis but subject to Kansas City inspection. Notwithstanding the sale was made at a delivered price and the railroad on which the shipper is located runs into St. Louis, so that no transfer is necessary if shipped via that line, the buyer insists on the grain being billed to St. Louis routed via a different line Kansas City.

The grain is shipped, and routed per buyer's instructions. The line of the railway stipulated by the buyer is negligent in receiving the shipment, and after having received it has the grain transferred into one of its own cars at a Kansas City elevator. As result demurrage accrues at Kansas City, and when the shipment arrives at St. Louis, the wheat is found to be of a lower grade than that shown by the original Kansas inspection, indicating some error at the Kansas City transfer elevator.

When all this delay and expense accrued solely because of the buyer's routing instructions, first, is buyer or seller liable for the difference in grades of grain shipped and received? Second: Is buyer or seller liable for demurrage at Kansas City?—Bennett Com. Co.

We, your committee, hold that the buyer is liable both for the demurrage and difference in grade. Upon the theory stated by the inquirer that the delay and expense is caused solely by the buyer's routing instructions.

NO. 2. QUESTION:—A quotes B a price on grain, subject to protestable demand draft with bill of lading attached. B ordered 1,000 bushels and the day after the order is received A ships in good faith a car containing as nearly the quantity ordered as he can command, making draft according to contract.

Draft is presented at B's office, payment refused because B has left the city, and made no provision for its payment, and, therefore, protested. A receives the customary notice of protest through the U. S. Mail and by lively use of telegraph service catches the car, diverts it, and applies it upon another contract.

A few days later B demands the grain and threatens suit. Has A fulfilled his contract, or has he a claim against B? If so, what, and why?—Bennett Com. Co.

In your committee's opinion, it would depend materially upon whether or not the amount of the draft might be considered reasonable. If reasonable, B has no claim against A. Inasmuch as on the car quotation which A submits as the basis upon which the sale was made, and the following: "Terms: demand draft for nominal amount with bill of lading and official state inspection certificates attached, your certified mill weights." We take it for granted, of course, that the draft was accompanied by certificates as specified in the above. B certainly should have provided for the taking care of this draft before leaving the city.

NO. 3. QUESTION:—A sells B a quantity of grain to be shipped from country stations, west of Kansas City, subject to Kansas City inspection eastern weights, and for mutual convenience freight made at the price is made basis the Mississippi river. B instructs A not to bill any of this grain to any point

or the Mississippi river, but to bill it to New York via Chicago, stop at Kansas City for inspection.

When A carefully follows B's shipping instructions, first, who is liable when demurrage occurs at Kansas City? Second: upon whom rests the loss for any freight overcharges? Third: upon the basis of values, in what market should any off grades or any surpluses above the quantity contracted be adjusted?—Bennett Com. Co.

With reference to the first question, who is liable if demurrage occurs at Kansas City, your committee holds that it is the buyer B,—for the reason that the seller A has complied with B's instructions, and that the grain is subject to B's disposition at Kansas City, and that any delay at Kansas City would be for the convenience of the buyer, and not the seller.

With reference to the second question, "Upon whom rests the loss from any freight overcharges?" This question is not exactly clear, inasmuch as the point at which the overcharge occurred, whether east or west of the Mississippi river, is not mentioned. If the overcharge occurred on account of the violation by the shipper A of any of the rules of the western freight traffic association west of the Mississippi river, then the shipper A is liable, for overcharges up to the Mississippi river. If the shipper A followed the rules of the Western Traffic Association, in loading and billing his grain and if the overcharges occurred on account of restrictions, transfer, etc., by the buyer B, then the buyer B is liable.

Third, "Upon the basis of values in what market should any off-grades or any surpluses above the quantity contracted be adjusted?" It is your committee's opinion that such an adjustment should be made upon the basis of the Kansas City market, inasmuch as Kansas City grades were to govern.

NO. 4. QUESTION:—Does the term "spot shipment" and the term "immediate shipment" mean one and the same thing?—Bennett Com. Co.

Your committee begs leave to refer the inquirer to rule No. 2, which in part reads as follows: "Immediate shipment shall mean that the seller has three days to load and bill grain, excepting Sunday and legal holidays." As to the term "spot shipment," that while it is not defined in our trade rules, yet your committee would hold that grain sold for "spot shipment" should be loaded, billed out and invoiced on the day such sale was effected.

NO. 5. QUESTION:—Referring to rule 20 of Trade Rules, as to "Notices as to expiration of time of shipment, we have always realized that it conflicted with rule No. 4." We have always felt that the buyer had nothing whatever to do as to whether or not the contract was filled on time unless he was notified by the seller in plenty of time to get an answer back before the expiration of the time of shipment stating when he could not ship as per rule No. 4, in which case the buyer should either cancel, extend the time of shipment on either the original or agreed price, or advise seller that he would be obliged to buy in the deficit for the seller's account. It has always seemed to us that a contract was a contract, and that if a shipper agreed to do a thing he should stand by it or pay the damage. It is certainly impossible for the buyer to know in time to protect himself whether or not the shipment has been made, and if a person followed rule No. 20 they would have to be wiring every day to some party of whom they bought asking if they had filled their contract. We are pleased to note that our views have been upheld by the courts. We have a decision from the Judge of the Court in Champaign, Illinois, who decided that no custom, however prevalent or well understood, could change the plain wording of an expressed contract to deliver on a certain date." This is certainly plain English, and parties shipping to us might well understand it.

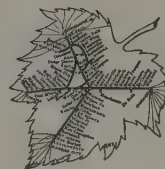
We have always been surprised that houses supposed to be of good standing should ever for a moment think that shippers, or anyone else, should be allowed to violate a contract. We are also surprised that the Grain Dealers Nat'l Ass'n should have ever issued printed rules so direct in conflict with each other as No. 4 and No. 20.—B. F. Glover & Son Com. Co.

In behalf of the Grain Dealers Nat'l Ass'n your committee begs leave to remind the inquirer that this association

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stands for the upright and honorable fulfillment of contracts by both buyer and seller, and your Trade Rules Committee is proud to say that there are fewer defalcations and less litigation today, between the legitimate cash grain trade buyer and seller, than ever before, and that, too, with the volume of business increasing year by year. We feel that the Trade Rules have done much to assist in bringing about these conditions.

We do not see that rule No. 4 and No. 20 bring any hardship whatever upon either the buyer or seller, and that both can live up to these rules, and that by doing so would prevent any question whatever arising between the buyer or seller as to the obligations which exist between them in case the time of shipment of a contract has lapsed and the shipper has not been able to fill same according to the letter of the contract. It was for this very reason that rule No. 20 was drafted and adopted by this association.

This point can be no better illustrated than by calling the inquirer's attention to the next question which has been submitted by Messrs. M. G. Rankin & Co., of Milwaukee.

NO. 6. QUESTION:—It seems to us that at the coming convention of Grain Dealers rules providing for the expiration of contracts, should be amended so as to give better protection of the shipper than is now offered. When a contract expires it seems to us that it should remain in force from day to day, unless the buyer notifies the shipper to cancel the order, or that he has bought in for the shipper's account, and that it should be the buyer's privilege to so notify the shipper at any time after the contract expires, giving him 24 hours in which to produce evidence that a shipment has been made. As the matter now stands the buyer may cancel a shipment a week or two weeks after it has been made, provided the contract time had expired any time before the shipment was made. We have recently had cases in which we have made shipments a few days after contract expired and at the time of shipment the price of the commodity was more than the contract price. However, before the shipment had reached destination the market had declined, and according to the rules of your association it was the buyer's privilege to refuse the shipment on the ground that it was not made on contract time. We believe there is a rule providing that if the buyer does not notify the shipper of his choice to buy the shipment in or cancel it that the contract will remain in force for five days, beyond which there is no provision made whatever. Do you not think it would be much better to amend the rule at the coming convention and have every contingency clearly provided for?—M. G. Rankin & Co.

Your committee feels that rule number 20, in providing that it does for an extension of five days, should be all that the trade could reasonably expect. And would recommend that in such instances as this that both buyer and seller communicate with one another agreeing on a definite extension, cancellation of contract or the buying in of the contract according to the rules that are now in force. The matter of lapse of contract is one which needs the careful attention of not only the buyer, but the seller as well. A careful understanding and a definite agreement on lapsed contracts will prevent controversies and harmonize the interests of both buyer and seller.

Referring to the matter of general rules governing the purchase and sale of grain, and its products, which shall apply in all exchanges, and among country dealers. At present there is much confusion, for example, the term **PROMPT SHIPMENT** does not mean the same thing in Boston that it means in Minneapolis. We believe that there should be a certain general rule covering all transactions between members of different exchanges.

In reference to this suggestion offered by Chas. M. Cox & Co., of Boston, your committee beg leave to call this firm's attention to rule No. 2, a part of which reads as follows:—

"Prompt shipment shall mean within ten days, with the same specifications as above." (The specifications refer to this sentence in the same rule.) "Shipments within any number of days shall mean to exclude Sundays and legal holidays."

Mr. Stibbens refused to serve as director from the Grain Dealers Union, and named D. Hunter in his place.

Pres. Dunlap congratulated the assn. on the harmony and good feeling prevailing, and expressed great confidence in the future of the organization.

Adjourned sine die.

Convention Notes.

Iowa's only representative—D. Hunter, Hamburg.

One Cleveland dealer in attendance—H. M. Strauss.

Peoria and Kansas City delegates had badges of their own.

One man from Wilkes-Barre, Pa.—Jno. W. Yeager.

Two Rochester, N. Y., dealers—C. W. Pearson and G. R. Miller.

St. Louis was represented by J. Schulte, T. B. Morton, H. W. Daub.

Milwaukee: H. Deutsch, of Deutsch & Sickert Co., J. C. Reingans.

They say that a camel can go 8 days without drink.—Charles England.

C. A. Foster presented ladies with a neat oblong pocket mirror inclosed in a white celluloid case.

Rosenbaum Bros. had headquarters in the white parlor and supplied all callers with a souvenir grip tag.

Mr. Dunlap refused to set his watch an hour forward. You couldn't show him where New York time is any better than Missouri time.

Minnesota had but one representative—C. A. Brown, of Minneapolis.

Oklahoma was well represented by J. E. Farrington, of Anadarko.

The Boston delegation included G. F. Reed and P. J. O'Toole; F. Moore.

Nebraska was represented by Secy. H. G. Miller, of the Nebr. Assn. and H. O. Boyd, of Lyons.

New York City was represented by J. Simpson, M. B. Jones, L. Gibson, W. F. Rubins, R. H. Sumner.

The only grain cleaning machinery men in attendance—C. G. Hammond and F. L. Cranson, of the Huntley Mfg. Co.

Illinois was represented by Geo. Beyer, Depue; Secy. Ill. Assn.; N. D. McEvers, Montezuma; C. A. Burks and J. A. Shepherd, Decatur.

Kansas City was represented by G. H. Davis, of the Ernst-Davis Grain Co.; H. J. Dffenbaugh; F. P. Lint, of the Hynds-Lint Grain Co.

Philadelphia was represented by E. L. Rogers, of E. L. Rogers & Co., and S. C. Woolman; J. M. Buckley, H. E. Miller, of L. F. Miller & Sons.

Peoria was represented by C. C. Miles, of P. B. & C. C. Miles; D. D. Hall, of Tyng, Hall & Co., and R. W. Van Tassel, of the Van Tassel Grain Co.

Cincinnati was represented by A. C. Gale, of the Gale Bros. Co.; C. S. Emrick, of the Interstate Grain Co.; H. H. Hill, of Southern Grain Co.

Michigan's delegation included M. G. Ewer, Detroit; A. E. Lawrence Mulliken; W. T. Hulscher and W. E. Sheldon, Battle Creek; J. A. Heath, Lenox.

Indianapolis was represented by E. W. Bassett, of the Bassett Grain Co.; J. M. Brafford, Secy. Ind. Assn.; W. S. Gilbreath, Wm. S. Gilbreath Seed Co.; F. M. Murphy, of Indianapolis Grain Co.; B. A. Boyd; E. B. McComb.

Ohio was represented by H. S. Grimes, Portsmouth; J. W. McCord, Columbus; E. J. Norton, Greenfield; H. W. Robin-

son, Greenspring; John Wren, Deunquat.

Baltimore was represented by Chas. England, of Chas. England & Co.; J. B. W. Hax, of G. A. Hax & Co.; J. A. Clark; W. Kirwan; H. A. Lederer; Edw. Netre; W. L. Snyder, of Hammond & Snyder; P. W. Pitt.

The Directors met after the meeting and selected M. F. Dunlap, O'Fallen, Mo.; H. L. Goemann, Toledo, O.; A. E. Reynolds, Crawfordsville, Ind., and J. W. McCord, Columbus, O., to serve on the Executive Comite.

Pittsburg's delegation included C. A. Foster; P. Geidel, of Geidel & Dickson; D. G. Stewart and J. A. A. Geidel, of D. G. Stewart & Geidel; Jos. A. McCaffrey, of Dan'l McCaffrey's Sons Co.; H. G. Morgan, of H. G. Morgan & Co.; J. E. Guyton.

Indiana's delegation included C. G. Egly, of the Berne Grain & Hay Co.; M. L. Conley, Frankfort; T. C. Crabbs, A. E. Reynolds and W. B. Foresman, of Crabbs-Reynolds-Taylor Co., Crawfordsville; P. E. Goodrich, Winchester; S. D. Bailey, Wanatah; J. C. Batchelor Sharpville; C. M. Barlow, Tom Morrison and C. F. Seward, Kokomo.

The corn-colored buttons numbered consecutively enabled every delegate to consult the list printed each day by the Grain Dealers Journal and learn the name and address of the wearer of each button. It was easy to find the strangers you wished to meet.

The Toledo delegation included W. W. Cummings, rep. J. J. Coon; J. M. Coup and F. W. Rundell, of W. A. Rundell & Co.; C. Knox, of Reynolds Bros.; Fred Mayer, of J. F. Zahm & Co.; H. L. Goemann, of the Goemann Grain Co.; E. L. Southworth; F. O. Paddock, of the United Grain Co.

Curt M. Treat, Secy. of those Niagara Falls Fellows, saw to it that everyone was well cared for and entertained. He also furnished a beautiful souvenir badge. The ladies were given an automobile ride about Goat Island, and taken to the National Food Co.'s plant and feasted. The ball and the cake walk were great successes and thoroly enjoyed.

On the eve of the convention the directors held an informal open meeting in parlor A of the International hotel to obtain the views of all present, members and others, on the question of reorganizing the National Assn., in order to assist the executive committee and the directors in making recommendations to the convention on the following day.

Buffalo's delegation included Secy. F. H. Mason, of the Chamber of Commerce; B. Burns, of Burns Bros.; L. S. Churchill, of United Grain Co.; S. W. Yantis; A. C. Davis; T. J. Stofer, of Alder & Stofer; A. W. Harold, rep. Dudley M. Irwin; G. E. Williams, of Williams & Murphy; J. W. Waters; Henry D. Waters; F. G. Winter; Thos. Sampson, rep. Milwaukee Eltr. Co.; W. E. Lee; H. G. Anderson, of H. G. Anderson & Co.; M. Purcell and C. P. Wolverton, rep. Buffalo Cereal Co.; C. T. Doorty, C. A. Reed.

Chief Grain Inspectors in attendance were W. L. Richeson, New Orleans; E. H. Culver, Toledo; E. R. Gardner, Memphis; Wm. J. Duffy, Philadelphia; Homer Chisman and Deputy Chas. Voegel, Cincinnati; J. D. Shanahan, Buffalo; Alfred Anderson, Peoria; Seth Catlin, Boston; W. S. Cowen, Deputy

S. H. Smith and Chief Clerk Geo. Powell, Chicago; V. L. Nigh, Cleveland, and John O. Foering, formerly Chief Inspector at Philadelphia; G. H. K. White, New York; Chas. McDonald, Jr., Baltimore.

Chicago was represented by F. D. Austin, of Crighton & Co.; E. Andrew; G. S. Bridge; Geo. S. Green; Oscar C. White, of H. Hemmelgarn & Co.; A. E. Schuyler, Asst. Brd. of Trade Weighmaster; J. A. Schmitz, Scale Expert; H. N. Sager; M. L. Vehon and T. Speltz, of Rosenbaum Bros.; J. W. Radford; J. E. Bacon; W. W. Shaw, R. R. Rossing; Geo. Marcy, of Armour Grain Co.; E. L. Merritt, of W. H. Merritt & Co.; Jo. Griffin; C. F. Schneider, rep. E. W. Wagner; J. C. Rogers; W. K. Mitchell, of Calumet & Western Eltr. Co.; Charles S. Clark.

The ladies in attendance included Mrs. Grimes, of Portsmouth, O.; Mrs. McCord, of Columbus; Madams Mayer, Cummings, Knox and Paddock, of Toledo; Mrs. Lint, Kansas City; Mrs. Sheldon, Jackson, Mich.; Madams Cranson and Hammond, of Silver Creek, N. Y.; Mrs. Simpson, of New York; Mrs. Gale, of Cincinnati; Mrs. Crabbs, of Crawfordsville, Ind.; Mrs. Woolman, of Philadelphia; Mrs. Reed, of Boston; Mrs. Hunter, of Hamburg, Ia.; Mrs. Norton, of Greenfield, O.; Madams Vehon, Frey, Bacon, Cowen, Powell, Smith, Austin and Clark, Chicago; Mrs. Farrington, Anadarko, Okla.; Mrs. Lawrence, Mulliken, Mich.; Mrs. Boyd, Lyons, Neb.; Mrs. Beyer and Miss Beyer, Depue, Ill.

The Grain Dealers Nat'l Assn. will be continued on the affiliated membership plan. The Directors considered it advisable to move the headquarters to Toledo, O., to reduce the expenses, where H. L. Goemann, Chairman of the Executive Committee, is located, as the affairs of the association could then come under the direct supervision of the Executive Committee. The selection of a permanent secretary has been deferred until in the opinion of the Committee the right man has been found to fill the place. The Directors appointed Mrs. S. B. Frey

Bas the Ass't Secy. All communications should be addressed to the Association, Gardner Building, Toledo, Ohio.—H. L. Goemann.

Cobs

The ancient hundredweight was 100 pounds. It was raised to 108 pounds by Edward I, in order to make it equivalent to the hundredweight of the pounds of some other countries (such as the French and the Netherlands troy pounds); and Edward III raised the hundredweight to 112 pounds for the purpose of division into 8 "stones" of 14 pounds each. In this way the English ton of 20 hundredweight (formerly 2,000 pounds) was raised to 2,240 pounds.

Our home requirements are now so immense that the day of low prices has gone by, and I would call 80c wheat relatively lower now than was 70c some years ago. Last but not least, there are indications of smaller crops abroad, and it is quite probable we will be called upon again to supply at least a moderate export demand. Any material shortage in foreign crops will add from 10c to 25c per bushel to the present prices of our discounted futures, and I believe the farsighted speculator should take advantage of the late depression or even present prices and buy July and September wheat and hold for a good advance.—Edw. G. Heeman.

It is probable that in the future Canadian wheat will be ground in bond. While this does not allow the selling of the by-products in this country, it does not tie up a large amount of cash. The ideal system would be to grind under bond and then pay a duty of 10 per cent ad valorem on the by-products. That is the tariff at the port of entry. If this was done the American millers could easily compete with the Canadian millers in foreign fields. In grinding under bond all the feed is exported. When the by-products are sold in this country the lowering of the price of feed for his winter stock makes up any difference in the price of the grain.—Deputy Collector Clayton R. Cooley.

After the Wind Subsided.



Harroun Elevator at Elwood, Kan., Damaged by Windstorm, May 9, 1905.

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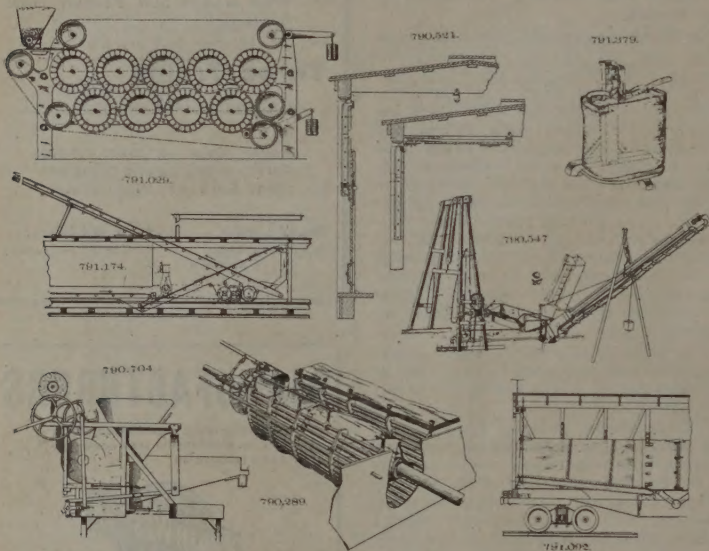
Patents Granted

Explosive Motor. No. 791,126. D. E. Barnard, Chicago, Ill.

Explosive Engine. No. 790,374. Jonathan D. Maxwell, Detroit, Mich.

Rotary Explosive Engine. No. 791,071. Jos. Bartosik, Pittsburg, Pa.

Carbureter for Explosive Engines. No. 791,192. Elwood Haynes, Kokomo, Ind.



Starting Valve for Explosive Engines. No. 790,764. Henry A. Tobey, Toledo, O.

Carbureter for Hydrocarbon Engines. No. 790,379. Chas. P. Mingst, Evansville, Ind.

Construction of Cylinders for Gas Engines. No. 790,925. Frederic K. De la Saulx, Seraing, Belgium.

Igniter Operating Device for Gas or Vapor Engines. No. 790,833. Coleman B. Harris, Wilmington, Del.

Explosive Engine. No. 790,325. Herbert B. Steele, Malden, Mass., assignor to the Atlantic Motor Co., Portland, Me.

Grain Car. No. 790,092. (See cut.) Edgar B. Gilleland and Ulysses G. Charles, Wichita, Kan. A number of boxes rest on the bottom of the car and are tilted up to discharge into chutes running across the car under the floor.

Bag Holder. No. 791,379. (See cut.) Wm. Terry, Pearl City, Ill. The base has secured to it a platform and a standard, on which is mounted the bag-holding and extending mechanism. The bag engaging arms are extended and contracted by means of a lever hung from a U-shaped bracket.

Corn Sheller. No. 790,289. (See cut.) Geo. F. Conner, Port Huron, Mich. A rotatable shelling cylinder coats with a fixed grate composed of longitudinally disposed, spaced bars and angularly adjustable deflecting rings. At the dis-

charge end of the cylinder is a bearing disk, and at the discharge end of the grate is an adjustably secured check plate.

Grain Drying Machine. No. 791,029. (See cut.) Alfred Johnson, Minneapolis, Minn. The grain to be dried is contained between two perforated endless belts traveling in a zigzag course over a number of drums having channeled peripheries, from which a blast of air is blown thru the belts. After spreading apart at the discharge each belt takes a separate path to the feed hopper.

Conveyor for Unloading Vessels. No. 791,174. (See cut.) Clarence K. Baldwin, New York, N. Y., assignor to the

cut.) Frank S. Osborne, Shinglehouse, Pa. The separator comprises an oscillatory and vibratory screen box, a downwardly inclined upper screen flaring from its front to its rear end, a lower oblong rectangular screen inclined downward from rear to front, and a fan to discharge a blast of air under the narrow end of the upper screen. At the rear end of the screen box is a trough, into which the light grain may deposit. On the lower screen is a cleaner and agitator comprising a plurality of parallel bars having a reciprocating motion.

Books Received

THE ANNUAL REPORT of the Wisconsin State Board of Agri. for the year 1904 has recently been issued by Secy. John M. True, of Madison, Wis. Detailed statistics are presented of the grain and other crops of each county in the state in 1903, together with the papers read and addresses delivered at the annual agricultural convention, Wisconsin State Board of Agri., Madison, Wis.; illustrated; 381 pages.

MANITOBA—The Last West. Americans who contemplate removing to Canada and grain dealers who would invest in farm lands will read with interest and profit an illustrated 32-page pamphlet describing the new territory opened last summer along the Oak Point branch of the Canadian Northern Railway at a distance of only 30 to 35 miles from the principal city of the Canadian west, Winnipeg. The district described is in the heart of the rain belt, has wood and water, nearby markets and a desirable class of settlers. About 20,000 acres in this fertile Red River Valley has been acquired by the American-Manitoba Land Colonization & Investment Co., with a view to development into improved farms. The company purposes leasing land to experienced young farmers, the company receiving half the crop. The revenue received from this source will provide for a small dividend, and at the expiration of the lease the company is in possession of an improved farm which will have more than doubled in value. Copies of the descriptive pamphlet will be mailed to readers of the Grain Dealers Journal on application to the American-Manitoba Land Colonization & Investment Co., of Chicago, Ill.

In the revision of the tariff by the Cuban congress it is hoped the United States will be given a preference enabling the states to supply rice under a lower duty than other countries. Cuba consumes more than 2,000,000 barrels of rice annually.

Time was when dairying was a very popular subject in Manitoba. Dairying is no longer popular. The cause of the decay of the dairy industry can be summed up in one word, and that one word is also the cause of the success of the whole country, and that word is "wheat." If, then, a prosperous dairy business means the failure of our wheat crops, everyone will vote for the good crops, even if we have to buy our butter from Ontario. With good crops, money can certainly be made quicker and easier out of wheat than through the dairy.—Winnipeg Farmers Advocate.

Robins Conveying Belt Co., of New Jersey. The vessel has a hopper bottom extending fore and aft. The hoppers discharge upon a belt in the bottom of the boat. The belt has an inclined portion carrying to a second conveyor, the belt of which is endless, and delivers the grain to any point above the deck.

Grain Door for Railway Cars. No. 790,521. (See cut.) Kistel Osel, St. Paul, Minn. On the opposing faces of the door posts are secured a pair of vertical guides having inwardly turned upper ends, the inwardly turned upper end of each guide being formed with a notch in its upper side. Hinged to the door are slides having flanges embracing the guides. When the door is raised the slides and the inwardly turned ends of the guides are interlocked.

Wagon Dump and Elevator. No. 790,547. (See cut.) John Q. Adams and Alonzo T. Adams, Marseilles, Ill. Loops are attached to the front wheel hubs of the wagon, the front end of which is elevated by the rope and pulley on the upright frame. The winding drum is driven by gearing and sprocket chain from the shaft passing thru the elevator boot. The wagon dumps into a receiving box containing a conveyor feeding into the elevator boot. To permit the wagon to be driven into position the box is swung up out of the way, as shown by the dotted lines.

Grain Separator. No. 790,704. (See

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Grain Scale Book No. 23.

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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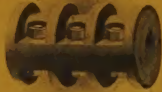
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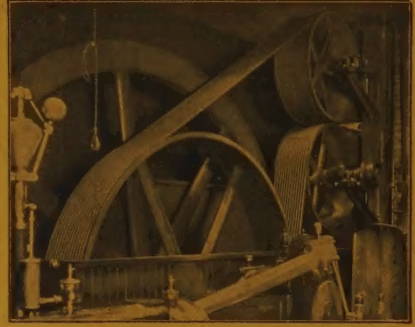


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